

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.M.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

"NANNING," 569 tons, Captain G. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
Canton to Tak Hing.....Single \$15.00. Return \$21.00.
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

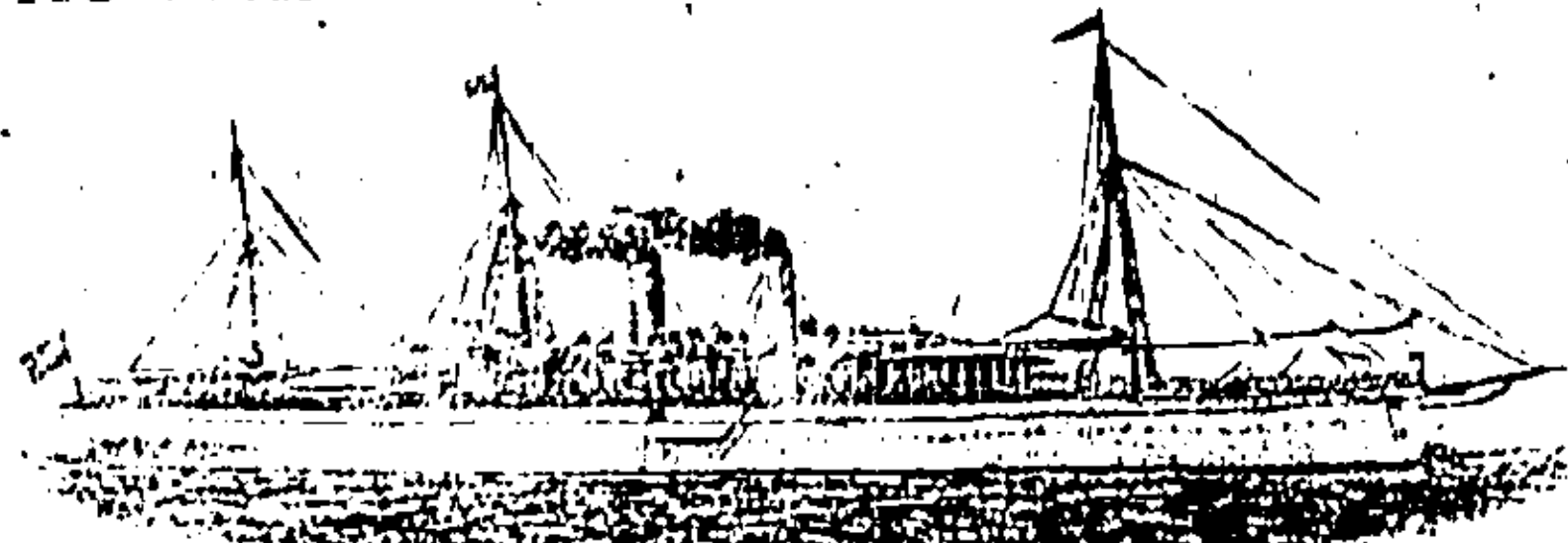
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C. SAVING 7 TO 10 DAYS ACROSS THE PACIFIC.)

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "TARTAR"	4,425	W. Davidson, R.N.R.	WEDNESDAY, 13th Sept.
"EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
"EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 15th Nov.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40.....£42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal ports and around the world.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 23rd August, 1905. Corner Paddar Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE.

OBTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SCANDIA	HAVRE, BREMEN AND HAMBURG.	22nd Sept.	Freight and Passengers.
Silesia	(Calling at S'PORE, PENANG & COLOMBO.)	4th October.	Freight and Passengers.
SUEVIA	HAVRE AND HAMBURG.	10th October.	Freight.
SLAVONIA	(Calling at S'PORE, PENANG & COLOMBO.)	18th October.	Freight and Passengers.
SEGOVIA	HAVRE AND HAMBURG.	1st Nov.	Freight.
SENEGAMBIA	(Calling at S'PORE, PENANG & COLOMBO.)	15th Nov.	Freight.
VANDALIA	NEW YORK VIA SUEZ, about 15th October.	Freight.	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

Duly qualified doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 7th September, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 5,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
ZIETEN	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GRÖSSEN	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.

ON WEDNESDAY, the 13th day of September, 1905, at Noon, the Steamship PREUSSEN, Capt. R. Meyer, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 11th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th September, and Parcelle will be received at the Agency's Office until NOON, on TUESDAY, the 13th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,762	TUESDAY, 19th September.
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.

ON TUESDAY, the 19th September, 1905, at Noon, the Steamship WILLEHAD, Capt. Ph. Oberaner, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	PRINZ WALDEMAR	TUESDAY, 26th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BAYERN	WEDNESDAY, 13th September.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 27th September.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 5th September, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG." SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 35 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAHI	JAPAN	First half October	JAVA PORTS	First half October
TJILATJAP	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, 8th September, 1905.

Dentistry.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

37, DES VŒUX ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, DAQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 86 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

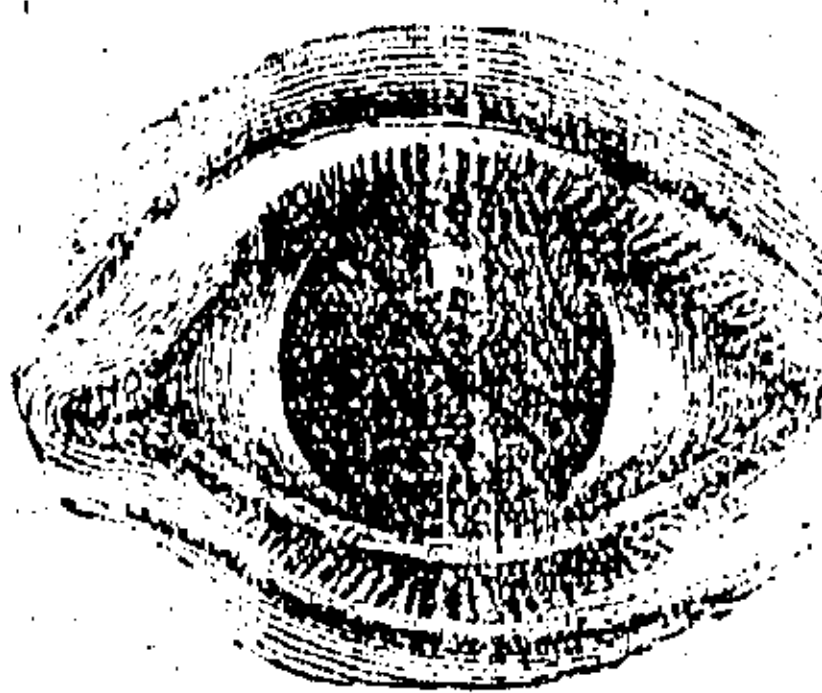
Telegrams, "Dock, Yokohama," Cables A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUILAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road.

Hongkong, 23rd March, 1904.



Gold Medals PARIS 1889 & 1900

Regd Brand

HARRIS, CAINE & WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA.

HOWARD & Co.,

50, Queen's Road Central,

Hongkong.

Hongkong, 19th May, 1905.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

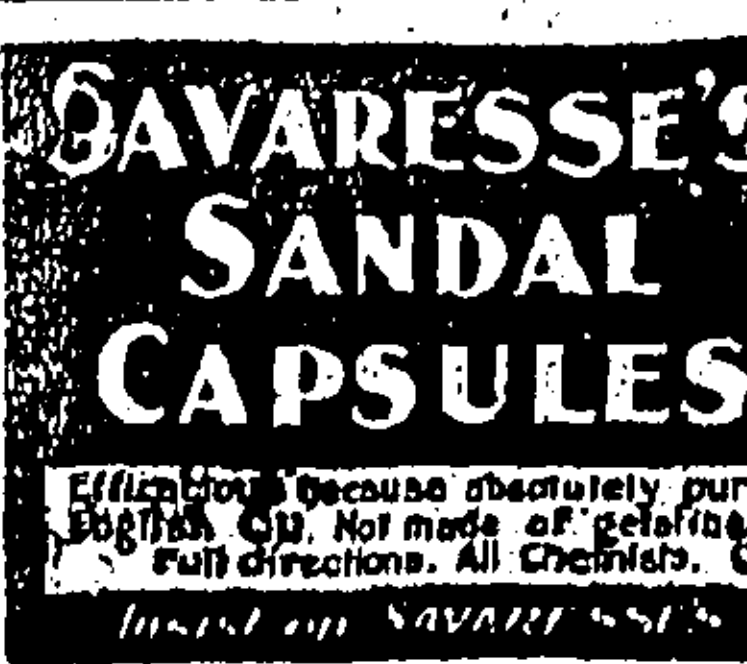
Tai-Hong Road.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 22nd September, 1905.



Beware of cheap imitations. Full directions. All Chemists.



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (£2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co.,

29, Des Vœux Road, Central, Hongkong.

Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.,

Hongkong, 24th November, 1904.

GO TO WEISMANN'S FOR YOUR BREAD.

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 11th September, 1905.



AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School.

Also taught by the Sisters.

Hongkong, 22nd April, 1905.

Intimation.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS"

Des Vaux Road.

NOW
SHOWINGSMART
UP-TO-DATE
MILLINERYAt
Moderate Prices.ALL KINDS
OF
HEADGEAR
made to order.DRESS-
MAKING.PERFECT
STYLE, CUT
AND FIT
GUARANTEED.THE VERY BEST
WORK ONLY
AT
MODERATE
CHARGES.Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 6th September, 1905.

Intimations.

THE TRADE MARKS ORDINANCE,
1898.APPLICATION FOR REGISTRATION OF
TRADE MARK.NOTICE is hereby given that THE
CULTUR MAATSCHAPPIJ BOGO-
KIDOE, of 47, Javastant, Gravenhage,
Holland, Sugar Manufacturers, have on the
10th day of June, 1905, applied for the Registra-
tion, in Hongkong, in the Register of Trade
Marks, of the following Trade Mark:—"BOGOK"
in the name of THE CULTUR MAATS-
CHAPPIJ BOGOKIDOE, who claim to be
the proprietors thereof.
The Trade Mark has been used by the
Applicants in respect of the following goods:—
RUGAR AND MOLASSES IN CLASS 42.A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.Dated the 8th day of August, 1905.
DENNIS & BOWLEY,
Solicitors for the Applicants.

NOTICE.

THE HONGKONG AND CHINA GAS
COMPANY, LIMITED, beg to notify
the Public that, in addition to the recent
REDUCTION IN PRICE OF GAS TO \$3.00
PER THOUSAND Cubic Feet, they now
offer the following FAVOURABLE TERMS
TO INTERESTED CONSUMERS:—1. SERVICES up to 50 feet in length will
be laid FREE.2. NO CHARGE will be made for METER-
FIXING.THESE CONCESSIONS will only apply to
houses in which the work of fitting internal
pipes is carried out by the Gas Company.ESTIMATES for any kind of Gas-fitting
will be supplied WITHOUT COST to inter-
esting or existing customers.The Company Hire or Sell all kinds of Gas
Fittings whether for Heating, Cooking or
Lighting—and INVITE INSPECTION of
their Stock at their NEW SHOW ROOMS at
WEST POINT.GEORGE CURRY,
Local Secretary.

Hongkong, 13th June, 1905. [651]

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

\$4.50 per hundred.

FLOR DE MONDEGO

AT

\$6.00 per hundred.

Sold in

AIR-TIGHT TINS

AT

TUNG CHONG WO,

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905. [176]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.WM. PARLANE,
Manager.

Hongkong, 22nd June, 1905. [675]

BAY VIEW HOUSE,
MACAO.SITUATED at the most Charming Part
of Macao's Famous Beach, has just
been opened for the public and for the
benefit of HONGKONG VISITORS, who travel
to this Delightful Resort.BATHING PARTIES, and indeed every
Holiday Seeker on pleasure bent, will find
all their wants supplied at BAY VIEW
HOUSE.MORNING TEAS, BREAKFASTS,
TIFFINS, AFTERNOON TEAS, and
DINNERS can be supplied to any number
at the shortest notice, and at the most
reasonable prices.On SUNDAYS Meals served a la carte
from 11 A.M. to 9 P.M.Only the Finest Brands of WINES and
LIQUEURS will be kept in stock.LIGHT REFRESHMENTS of every
description, including Ices, may be had at
the lowest prices.After one trial of the fancy fare at BAY
VIEW HOUSE, you will be loth to return
to Hongkong.TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO." [641]

Macao, 7th June, 1905.

JUST LANDED.

STATIONERY! STATIONERY!

STATIONERY!

FANCY BOXES OF NOTE PAPERS and
ENVELOPES of the latest design.

AND ALSO

A large variety of Ordinary Papers and
Envelopes, now on show.

PRICE VERY MODERATE.

H. RUPTONJEE,

No. 36 to 38, Elgin Road, Kowloon.

Hongkong, 29th August, 1905. [158]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 CTS.) per Single Copy.THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905. [153]

LEGISLATIVE COUNCIL.

FINANCE COMMITTEE.

A meeting of the Finance Committee was
held immediately after the meeting of the
Legislative Council yesterday, the Colonial
Secretary presiding. The following votes were
recommended for adoption by the Council.

MAGISTRACY VOTES.

The Governor recommended the Council to
vote a sum of Four hundred Dollars (\$400) in
aid of the vote of the Magistracy, other charges,
for office furniture, repairs and incidental ex-
penses.

CITY HALL GRANT.

The Governor recommended the Council to
revote the sum of One thousand two hundred
Dollars (\$1,200) in aid of the vote of 22 Miscel-
laneous Services, being the City Hall Grant for
the year 1904.

Mr. Shewan—Is not that very late?

The Colonial Secretary—It is a re-vote.

MISCELLANEOUS SERVICES.

The Governor recommended the Council to
vote a sum of Two thousand Dollars (\$2,000)
in aid of the vote of 22 Miscellaneous Services,
Telegrams sent and received by Government.

PRISON CHARGES.

The Governor recommended the Council to
vote a sum of One thousand five hundred Dol-
lars (\$1,500) in aid of the vote of Gaol—Other
Charges, for the item, Lighting the Gaol and
Wardens' Quarters.

MEDICAL.

The Governor recommended the Council to
vote a sum of One thousand three hundred and
Sixty Dollars (\$1,360) in aid of the vote, Medical
Departments—Other charges, for the following
items:—

Civil Hospital:—

Light and Fuel \$500

Lunatic Asylum:—

Full and light 150

Incidental expenses 60

Provisions for Patients 650

Total \$1,360

EDUCATION VOTE.

The Governor recommended the Council to
vote a sum of Three hundred and Fifty Dollars
(\$350) in aid of the vote, Education—Other
Charges, Yau-mai Anglo-Chinese School, for
the item Furniture.

MISCELLANEOUS.

The Governor recommended the Council to
vote a sum of seven thousand eight hundred
and seventy-eight dollars and seventy-one cents
(\$7,878.71) in aid of the vote of 22 Miscellaneous
Services—Other Miscellaneous Services for the
following:—

In connection with Messrs. Howard and

Stephens's claim—Marine Lot No. 184.

Taxes costs \$4,503.31

Fees of Mr. H. P. Pollock, K.C., 1,150.00

Do. Mr. W. Danby 1,000.00

Do. Mr. A. Shelton Hooper 1,043.00

Shorthand writer's attendance 60.00

Do. transcription of

notes of speeches

and evidence 122.50

Total \$7,878.71

Mr. Shewan—Have they accepted this?

The Colonial Secretary—Yes.

Mr. Shewan—Have they had the money?

The Colonial Secretary—Yes, it has been
paid over to them.

REGISTRAR GENERAL'S DEPARTMENT.

The Governor recommended the Council to
vote a sum of Fourteen Dollars (\$14) in aid of
the vote Registrar General's Department—
Other Charges, for the item, Uniform &c., for
Inspector.

POST OFFICE VOTE.

The Governor recommended the Council to
vote a sum of Twenty-four Pounds (£24) in
aid of the vote, Post Office—Other Charges—
Agencies in China, Shanghai, for a Typewriter.
This was all the business.

RUSSIA'S NEXT NAVY.

Now that the war is over, Russia will make
colossal efforts to repair her losses. The first
endeavours will be to create a new navy. In-
deed, most serious preparations in this direc-
tion are even now in hand.Every day in the great lagoon round Kron-
stadt, and in the grounds of the armoury of
that fortress, the military and naval engineers
are busy from morning to night experimenting
with the terrible explosive which has rendered
such enormous service to the Japanese and has
inflicted such incalculable damage on the Rus-
sians. Shimosei is being analysed by the most
expert Government chemists. As its use has
changed the whole character of naval warfare,
and as it is the most potent and destructive
agent ever known it is being studied with the
utmost solicitude. Russia could not rehabilitate
her fleets, but she intends to possess the
largest navy she has ever owned, and her
future warships must be so constructed as to
be able to resist the effects of shimosei.Therefore, while the chemists are analysing in
the laboratory, the engineers are arranging a
series of exhaustive tests for armour plates
under the action of this explosive. No con-
structs for warships will be made until the
experiments have proved what resistance in the
armour plate is necessary. It is expected that
the tests will occupy at least eighteen months.When the experts have given to the Govern-
ment the results of their researches, then the
type of construction will be studied and decided
upon. But although the all-important practical
details must thus lie for a time in abeyance, the
naval building programme has already been
outlined and adopted. No fewer than fifty-
four vessels in all are to be constructed as a
first instalment to be added to the remainder left
now on hand. This armament will include
battleships, cruisers, and destroyers.One fact suffices to demonstrate the formid-
able character of this coming navy. In the
American ship-building yards alone no fewer
than twenty cruisers, armoured and second-
class, and eight battleships, to cost approxi-
mately £13,000,000, will be constructed. A re-
presentative of the Russian Admiralty has for
several weeks been in America arranging termsand conditions so far as the preliminaries can
be settled. Mr. Schwab, and other construct-
ors across the Atlantic fully expect orders to
build more than a third of the vessels to be
added to the Russian war fleets.No one can doubt the speedy accomplish-
ment of this great programme. Russia will
not allow herself to be long destitute of a great
navy. She will have her ships, and she will
continue to add to their number more rapidly
than ever before. It was her weakness on the
sea that precipitated her prostration in the
war into which her own policy plunged her.
But a much more momentous necessity will
yet remain. How will the Russian Admiralty
manage to man the coming navy with efficient
sailors? It is certain that she will not in the
future equipment rely on native crews. There
will probably be a demand for other than Slav
sailors in the great new war fleets of the Czar.
But the inference hastily drawn in some
quarters that Russia will be contented to live on
long without a great naval armament is con-
futed by her active and strenuous preparations
at this very moment. She will be more than
ever determined to count as a Sea Power. And
whatever may be the revolutionary changes in
the near future, patriotism will execute this
scheme.—Exchange.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW,

the 9th September, 1905, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

SUNDY

HOUSEHOLD FURNITURE,

Comprising:—

SILK TAPESTRY-COVERED DRAW-

ING ROOM SUITE, DOUBLE BRASS

BEDSTEADS WITH WIRE MATTRESSES,

TEAKWOOD WARDROBES AND DRESS-

ING TABLES WITH BEVELLED GLASS,

MARBLE-TOP WASHSTANDS, CARD

TABLE, TEAKWOOD OVERMANTELS

with BEVELLED GLASS, GLASS, CROC-

KERY and E.P. WARE, DINING TABLE

and CHAIRS, COOKING STOVES and

UTENSILS, &c., &c., &c.

ALSO

1 BILLIARD TABLES, 2 TYPEWRITERS

and One PIANO.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 8th September, 1905. [901]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,

ON

TUESDAY AND WEDNESDAY,

the 12th and 13th September, 1905, at 10 A.M.

each day, at

H. M. NAVAL YARD,

SUNDY NAVAL, VICTUALLING,

OBSOLETE AND CONDEMNED

STORES,

Comprising:—

BOATS' ENGINES and BOILERS, OLD

CABLE CHAIN, ELECTRIC CABLE,

STEEL WIRE HAWSERS, BRASS, COP-

PER, IRON, MANGANESE, BRONZE,

PAPER-STUFF, CANVAS, FURNITURE,

BLANKETS, PROVISIONS, IMPLE-

MENTS, CLOTHING MATERIALS, CASK

STAVES, 1,000 HAT RIBBONS, (labeled

"SPARROWHAWK," "HUMBER," "TWEED").

Catalogues will be issued.

TERMS OF SALE:—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 31st August, 1905. [288]

Insurance.

NORTH GERMAN FIRE INSUR-

ANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895. [152]

Hotels.

OCCIDENTAL

HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. [17]

THE ORIENTAL HOTEL,

MACAO.

THE above Hotel situated on the PRAYA
GRANDE, will be opened on SATUR-
DAY, 2nd September, under the Management
of J. SANTOS, late of Macao Hotel.There is splendid accommodation for Visitors,
the Rooms being the largest and loftiest in the
Colony. The BILLIARD TABLE which has
been purchased from the Hon. Wei Yuk is the
best in the Far East, and is practically new.

SPIRITS and WINES of the best quality.

CUISINE—Excellent.

For Terms &c., apply to—

MANAGER.

Macao, 28th August, 1905. [180]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"SIMLA"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. India and Persia.

From Australia, ex S.S. Moldavia.

From Calcutta, ex S.S. Manila.

From Persian Gulf, ex B.I.S.N. and B. & P.

S. N. Co.'s Steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

2 P.M., TO-DAY.

Goods not cleared by the 13th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the goods
have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 7th September, 1905. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"TIENTSIN,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Goods not cleared by the 11th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.

L. S. LEWIS,

Acting Superintendent.

Hongkong, 4th September, 1905. [12]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex S.S. *Charita*, and from Havre
ex S.S. *Crimée*, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery may
be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after MONDAY, the 11th September, at Noon,
will be subject to rent and landing charges.All claims must be sent in to me on or before
the 11th September, or they will not be recog-
nised.

Intimations.

A. S. WATSON & CO.,
LIMITED.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY.

THIS
CELEBRATED
BLEND
OF
THE FINEST
WHISKIES
IN SCOTLAND
IS CHARACTERISED BY ITS

FINE FLAVOUR

AND

MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

AND

GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 22nd July, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905.

BIRTH.
On the 1st of September, 1905, at Shanghai, the wife of W. J. BARKES, of a son.

DEATH.
On the 2nd of September, 1905, J. J. WOODS, I.M. Customs, Shanghai.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 8, 1905.

THE KOWLOON-CANTON RAILWAY.

It is quite evident from the terms of His Excellency the Governor's speech yesterday that there will be no shilly-shallying over the Kowloon-Canton railway. The vote for preliminary expenses appears on the Estimates, and it is the intention of the Government to push forward operations as rapidly as possible. His Excellency hinted that, provided all goes well, it will probably be necessary to raise a loan for the construction of the railway, and he said that "a quarter of a million dollars a year for interest on a loan for the part of this work which will be in this Colony will not be an excessive price to pay for it." In other words, the loan which it will be necessary to raise will amount to something like \$10,000,000. At the present time the credit of the Colony stands so high that a loan of ten millions should easily be placed at 3 or 4 per cent. in London, but it might not be out of place now to warn the Government against perpetuating the fatuous policy of borrowing on a sterling basis. One of Sir Matthew Nathan's predecessors was beguiled into a loan in sterling with the result that it was utterly impossible at any given moment to tell how the Colony would stand. Bankers and commercial men remonstrated with the official heads of the Government, but they refused to take outside advice, and it was only when the foolishness of the system became apparent in practice that the admission was haltingly made that a sterling basis for a loan in a silver Colony was absolutely absurd. So long as the dollar is liable to fluctuation—and as it now stands the dollar is affected by every wind that blows—Hongkong must think in silver, otherwise it will be impossible to say what the liabilities of the Colony are. When it is decided to borrow on the silver rate, the probability is that it will be necessary to pay three-quarters or one per cent. extra, but the gain to the Colony will be cheap at the price. It is not too much to say that a loan of ten million dollars could be floated in Hongkong, so that there would be no necessity to consider the question of converting the dollar into sterling. Indeed, it has been urged on the Government on several occasions when the last loan had to be negotiated that the wise policy was to retain the investment in the local market. Unfortunately, there are those who cannot see beyond the range of the Crown Agents' vision. It would seem to be almost an axiom in some Crown Colonies that the Government is run for the benefit of the Crown Agents rather than for the good of the people. Sir Matthew Nathan, however, is not likely to be swayed by such considerations, and we may yet see the revolutionary idea of a loan floated locally accomplished fact. In the course of his address, His Excellency expressed the desire to maintain existing industries and to foster the creation of new manufacturing projects. The construction of the Kowloon-Canton railway is bound to contribute largely to the prosperity of this Colony for the simple reason that it will bring us into close contact with that swarming hive of labour on the mainland. New districts will be opened up to commercial enterprise, and what is at present a barren country will be converted into a smiling Coonan. There is an abundance of native labour which is only waiting the outlet to be furnished by the new railway. A quarter of a million dollars a year is certainly not too much to pay for the undoubted advantages which the line will confer on Hongkong, and if that money is paid in Hongkong instead of through half a dozen intermediaries in London, the benefits will be immensely increased. Hongkong is, indeed, fortunate in having a Governor who is a living example of the power of what the President of the United States calls "the force of the strenuous life."

HONOURS TO MR. CHAU TUNG SHAN.

One of the foremost members of the Chinese community well-known in Hongkong both amongst the foreign and native sections of the Colony's inhabitants, has just been the recipient of high honours at the hands of the Imperial authorities at Peking. We refer to Mr. Chau Tung Shang's appointment to represent the Government of China in the Court of Belgium. The news of the appointment, which reached Hongkong yesterday, was received with much satisfaction by Mr. Chau's large circle of friends—European and Chinese—who were lavish in their congratulations to the Minister-Designate to Belgium. His Excellency was best known to the foreign

community in the seat he held on the Board of Directors of the National Bank of China, Ltd.—an appointment he relinquished on his departure to Peking where, it was well-known, he was in high favour with the Court officials, not least among them being our old friend, His Excellency Wu Ting Fang. At one time His Excellency Chau was associated with his colleagues in the District Watchmen's Committee, and he is also one of the few Chinese who enjoy the honour and distinction of being a Justice of the Peace in Hongkong. His interests are preponderantly bound up in the welfare and prosperity of this Colony; for it is reputed that a large proportion of his vast wealth is invested in landed property on the Island and in the mainland. Nor has he been found parsimonious whenever public calls have been made on his purse strings; for his donations to subscriptions, whether towards a philanthropic or other public purpose, have invariably been prompted by a largeness of heart which characterizes the man. The Kingdom of Belgium, in the past taken but a comparatively small share of interest in the trade and commercial development of China; but signs have not been wanting, as witness the reported acquisition of the majority number of shares in the Hankow-Canton Railway by King Leopold,—that that country is bound to play an important part (or at any rate to interest herself) in the development of the mineral and industrial resources of an Empire that will loom large in the eyes of the Foreign Powers in the near future. Belgian politicians and financiers are certain to cast a watchful eye on the commercial doings of China, and the relations of the two countries cannot but be brought closer together by the mutual interests which the connection will naturally establish. At this juncture, therefore, the post of Minister Plenipotentiary of China to Belgium will be no mere sinecure. There will be much to engage the time, attention and energy of the diplomat, and in His Excellency Chau his friends are confident that the Chinese Emperor has reposed his trust in the right man and at the right moment.

LOCAL AND GENERAL.

The French mail of the 8th August was delivered in London on the 6th inst.

The King's Park Range, 200 yards, will be available to-morrow, from two to six o'clock. A musketry instructor will be at the range. Competitions "Governor's Cup," and "China Mail" Cup.

DURING the absence on leave of the Rev. C. H. Hickling, officiating Presbyterian Chaplain, from 8th September to 2nd October, his duties will be performed by the Rev. C. Bone, officiating Wesleyan chaplain.

Mrs. Medley, of Salisbury Avenue, Kowloon, prosecuted two unemployed coolies for being in her servants' quarters without her knowledge or permission. It was the old story—they were "looking for a friend." Their "search" cost them \$15 each, by order of Mr. Hazeland.

In their account of the recent typhoon at Shanghai the *China Gazette* stated that in the upper reach the steamer *Fokien* got adrift and banged into the two Chinese cruisers watching the *Aschold*, cannoning off one into the other, and then went aground close to the Pootung shore.

MR. E. Gibson, engineer, of No. 6 Moreton Terrace, charged his houseboy, Lo Hing, with the theft of a diamond earring, valued at \$100. The boy said he had witnesses, but they proved witnesses for the prosecution, and Mr. Orme sent the boy to six weeks' hard labour and six hours' stocks.

A SPECIMEN of a boatwoman's arithmetic was given in the Court this morning, when she was charged with anchoring her boat within 100 yards of the foreshore. When asked if she did so, she said she knew she was further out than 100 yards, for she anchored three boats' lengths out, and her boat was 20 feet long! She was fined \$7.

KOH Tim, a boatman, thought to add to his monthly emoluments, so, without any authority for so doing, he turned medical practitioner, and when he was unemployed in his boat he occupied the time by administering morphine by injection to all and sundry applicants, for a consideration. He was proved to be an old offender and was fined \$50, by Mr. Orme.

CHAN Chi Fun placed 15 bundles of sandalwood on the pathway outside his shop, No. 36 Bonham Strand. P. S. Fung Yuk warned him if he did not remove the obstruction at once he would be prosecuted, but instead of taking the warning he gave the sergeant \$2 to "mind his own business." For causing an obstruction Mr. G. N. Orme fined him \$10, and for the attempt at bribery \$50.

Two coolies were this morning charged before Mr. Hazeland with causing unnecessary pain and suffering to cattle at Kennedy Town on the 7th inst. It appears that these men forced big bamboos, hollowed out, down the throats of the poor beasts, and then proceeded to pour water down them, until the animals' bodies became distended. They were each fined \$25 or six weeks' hard labour.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd "Batt." The Queen's Own (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, 9th inst.:

March....."Through Night to Light".....Larkins
Overture....."The Phantom Ship".....Gould
Waltz....."Whisper and I shall tell".....Gould
Selection from....."La Cigale".....Gould
(a) Dream Picture....."The Phantom Ship".....Larkins
(b) Variations....."The Water Scissors".....Larkins
Two Hungarian Dances.....Larkins

MARINE COURT.

Before Mr. Basil Taylor, Marine Magistrate, yesterday, Captain R. J. Deeks, master of the British sailing ship *Andromeda*, charged 12 members of his crew, including British, American, German, Canadian, Swedes and Finns, with wilful disobedience to lawful command of the complainant, on board the said ship, since the 5th inst., in Victoria Harbour.

Captain Deeks, master of the *Andromeda*, said that at 6 a.m. on the 5th inst. the ship's officers went forward to turn the men to and they refused to obey. Witness then went forward himself at 8 a.m. and ordered the men to turn to and they again refused. McNaughten, the 12th defendant, said he had a complaint to make, but did not make one to witness. Witness then went aft and the men did no work yesterday. They ought to have rigged stages and cleaned the ship's side. At 6 a.m. on the 6th inst. the chief officer again called upon the men to turn to, and they again refused. Witness did not see them then, the chief officer reported the matter. At 9 a.m. witness went to the police station and made a report and the men were arrested.

Corcoran, the 3rd defendant, wanted to know why witness did not let him see the Magistrate on the 5th inst. and was told that witness was not asked to allow him to do so.

Storror, seventh defendant: Why did you delay in holding the Police flag?

Witness: Because I thought you would come to your senses.

Windon, sixth defendant: Why did you not let me see the doctor when he came on board?

Witness: I was not on board.

McNaughten, twelfth defendant: Did I not ask you yesterday to allow me to see the shipping master?—No.

H. G. Park, second mate, corroborated the last witness as to their refusal to turn to, and said they demanded to see an official, McNaughten being their spokesman, but they gave no reason for their request, and witness knew of no grounds for complaint from the men.

A. G. Price, third mate, corroborated last witness.

M. K. Gilmore, apprentice, said he knew of no reasonable cause of complaint on the part of the men.

H. Kock, the first defendant, said that on the evening of the 4th inst. he asked leave to go ashore to see the authorities, but was refused. On the morning of the 5th he again made his request and was again refused.

The second and third defendants said the same as the first, and added that the officers had been ill-treating them all the way from New York to Hongkong, striking and abusing them, so they wanted to see an official to complain to him. The master would not allow them to go, so they had to refuse duty to get there.

The fourth defendant said the second mate one day struck him as he left the wheel, and the master was looking on and said "Give it to him." Another time the second mate tried to push him off the crossjack yard arm. On another occasion the first mate tried to push him overboard as they were leaving New York, and the master warned them if they tried to make any trouble here he would have them punished, and he encouraged the officers in "using heavily, filthy language" to the men.

The fifth defendant said he had been worse treated in this ship than in all his 50 years' experience—he had been treated worse than a dog. The sixth defendant said that in the evening of the 4th inst. the captain sent for him and after threatening to kill him, stuck needles into him. The other defendants also spoke of ill-treatment, and paucity of food and water.

John Elison, boatswain of the *Andromeda*, said he had heard no complaint on the part of the crew of ill-treatment. He saw the fourth defendant struck once for being drunk by Mr. Park, but that was the only time he saw anything of the kind. He had heard the men say they had been ill-treated, but he had never seen anything of it. He heard the twelfth defendant say he wanted to see a policeman, on the 5th inst., but did not know for what reason. The treatment of the men on the *Andromeda* was not a bit different to what he had seen on other ships; but the Chief Officer used to "call the men out of their names" sometimes—that was all.

The seventh defendant: Do you not know that the cook and the cabin boy were every day struck by the master and officers—you saw it well, remember it now—I did not see it at all.

Other defendants then asked if witness had not seen them struck, which he said he had not. A defendant—Strange yours were the only eyes that did not see it, when all the rest of the ship's crew saw it.

Witness never heard the officers threaten the men. There was a good supply of water and provisions on board, and never any shortness.

H. Bahren, cabin boy, appeared with a black eye.

His Worship:—Where did you get that black eye?—I fell against a belying pin.

Was the belying pin in anyone's hands?—No!

Witness said he had been ill-treated on board by an apprentice named John Johnson, and all the officers on board. He had been so ill-treated that every day he had written down what they did to him and handed in a statement.

The case was here remanded till this morning.

On resuming this morning Mr. Basil Taylor said: "I consider that although much of the statements made in defence are ridiculous, the defendants may have considered that there was a certain amount of excuse for refusing duty. I therefore will deal lightly with the case. Ten days' imprisonment with hard labour." His Worship added that if the men wished to lay charges against the captain and officers they could do so, but that had nothing to do with this case. The men then asked if they could engage counsel while in goal, and were referred to the Superintendent of the Gaol, who would, no doubt, afford them every facility for doing so. The cabin "boy," a sickly, delicate-looking youth, despite his hairy face, said he was afraid to go back on board, and was given permission to go to the Sailors' Home, pending his discharge.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 8th at 11.5 p.m. the barometer has risen slightly in Formosa and fallen a little in Hongkong.

Pressure is highest over the Pacific to the E. of the Loochoos, and lowest over the western part of the China Sea.

Moderate E. and SE. winds will probably prevail in the Formosa Channel and the N. part of the China Sea.

Forecast:—moderate E. and SE. winds; fair.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

RIOTS IN TOKYO.

MINISTER'S RESIDENCE STORMED.

FURIOUS MOB IN CONFLICT WITH POLICE.

[from Our Own Correspondent.]

Shanghai, 8th September.
10 a.m.

The disturbances in Tokyo are there unabated.

The rioters set fire to the residence of the Secretary of State for Home Affairs, Viscount Yoshikawa.

They also attacked several police stations, and incendiaries were active.

Furious conflicts occurred between the police and the people.

Many casualties are reported.

All day yesterday crowds were in a state of the greatest excitement.

The uproar is entirely due to the Japanese objections to the terms of the peace settlement.

HONGKONG FLOWER SHOW.

As announced in the *Government Gazette*, there will be a Flower Show in the Botanic Gardens early in February. Entry for the various competitions is free, but intending competitors must notify the Hon. Secretary, Botanical and Afforestation Office, before the end of January. Prizes will be offered for the best exhibit in each of the following classes:—

- CLASSES.
- 1 6 Annuals
 - 2 3 Flowering Plants
 - 3 Dahlias
 - 4 1 Pot of Violets
 - 5 1 Pot of Mignonette
 - 6 3 Pots of Nasturtiums
 - 7 6 Annuals
 - 8 3 Flowering Plants
 - 9 3 Dahlias
 - 10 2 Pots of Pansies
 - 11 1 Pot of Violets
 - 12 1 Pot of Mignonette
 - 13 1 Pot of Pansies
 - 14 6 Annuals
 - 15 3 Flowering Plants
 - 16 3 Flowering Plants
 - 17 3 Geraniums
 - 18 3 Camellias
 - 19 2 Dahlias
 - 20 2 Asters
 - 21 1 Pink, Carnation, or Sweet William
 - 22 1 Narcissus
 - 23 1 Pot of Pansies
 - 24 1 Azalea
 - 25 1 Stump on Rockwork
 - 26 1 Figure Plant
 - 27 6 Ferns
 - 28 1 Pot of Violets
 - 29 1 Pot of Mignonette
 - 30 4 Blooms (any variety)
 - 31 6 Button holes (3 ladies'; 3 men's)
 - 32 1 Hand Bouquet
 - 33 Table Decoration
 - 34 Vegetables from Private Gardens.
 - 35 6 Heads of Celery
 - 36 6 Beet Roots
 - 37 6 Carrots
 - 38 2 Cauliflowers
 - 39 2 Cabbages
 - 40 2 Lettuces
 - 41 50 Pods of Peas
 - 42 50 Pods of Beans, French
 - 43 25 Potatoes
 - 44 6 Turnips
 - 45 12 Onions
 - 46 25 Radishes
 - 47 12 Tomatoes
 - 48 2 Vegetable Marrows
 - 49 2 Heads of Celery
 - 50 6 Beet Roots
 - 51 6 Carrots
 - 52 2 Cauliflowers
 - 53 2 Cabbages
 - 54 2 Lettuces
 - 55 50 Pods of Peas
 - 56 50 do French Beans
 - 57 25 Potatoes
 - 58 6 Turnips
 - 59 25 Radishes
 - 60 50 Brussels Sprouts
 - 61 12 Tomatoes
 - 62 Collection of Fruits grown in Hongkong.
 - 63 Best Exhibit of Colonial Vegetable Products of any kind, including Plants, Fruits, Preserves, &c.

A CHINESE constable charged fourteen coolies with refusing to take fares on Sunday while discharged. The constable stated that on Sunday last he was on duty at Government House, when he was ordered to get chairs to convey Miss Roosevelt and party to the wharf, but when he went and called the chairmen at the tramway terminus, saying he wanted seven chairs (fourteen coolies), the men all bolted in a bunch (possibly they had seen the Hon. W. H. Taft entering Government House). The constable secured their numbers and had the men summoned. They thought it all a joke when placed before Mr. Hazeland this morning, until he said "35 or 7 days' each."

THE police have received many complaints from the Principal of the Bellisio Girls' School of the behaviour of Chinese louts, who loaf around the entrance to the school, and on the children leaving, call out bad names, and use abusive and insulting language to them, which has been the source of great annoyance to the teachers and children alike. A watch was therefore kept, and some plain clothes men were deputed to lounge around during the school closing hour, with the result that one man was heard to use very bad language as the girls came out, also calling out bad names to them. He was promptly arrested and Mr. F. A. Hazeland this morning fined him \$25 or six weeks' hard labour.

TELEGRAMS.

[Reuter's.]

The Treaty of Peace.

London, 6th September.

A salute from the Naval Yard announced the signature of the treaty of peace between Japan and Russia, at 3.47 p.m.; the church bells at Newcastle and Portsmouth were rung and flags hoisted everywhere. After signing, Baron Rosen and Baron Komura made cordial speeches, in which they hoped the two countries would remain friends. The Envoys then shook hands.

Russia and the Treaty of Peace.

Dr. Martens at an interview, after the signature of the treaty of peace, said that Russia would not brood on the past, but would gather all her forces for a new struggle, not on the battlefield, but on the field of political progress.

A Better Understanding.

The British Channel Squadron has sailed from Danzig. Before leaving, Admiral Wilson wired his thanks to the Kaiser. The local press is full of praise at the conduct of the bluejackets. German soldiers and sailors took part in the funeral service of a boatswain of the British fleet who was killed by an accident.

THE GAITY STARS.

There was a complete change of programme at the Theatre last night, and the audience showed their appreciation of the turn in the most unmistakable fashion. Every turn was *encored*, and if the people had had their way the performance would have been continued until daylight. The Gaity Stars are undoubtedly one of the cleverest combinations seen in Hongkong for many a day. The illusionist Dante had a new, and, if it were possible, better selection of tricks and mystifying sleight-of-hand puzzles than before, while his shadowgraph entertainment is really wonderful. The Wheelers were in the pink of condition and "looped the loop" in a way that kept the audience in a state of breathless excitement. As for the dainty dances and carolling singers, it is only necessary to say that the audience insisted on recalling them time and again, and joined lustily in the choruses. The Gaity Stars provide an entertainment which is lively, exhilarating as a breeze in summer, and at the same time as refined as a drawing-room performance. To-morrow night His Excellency the Governor and party will patronize the Stars, and there is sure to be a crowded auditorium. The show is well worth seeing. To-morrow afternoon a matinee will be given, and the very sensible idea has been adopted of charging one price for the whole house. Adults will pay \$1 for any seat in the theatre while children will be charged fifty cents. After all, those who pay their dollar and take their children to the theatre will find it difficult to spend their money to better advantage.

A SERIOUS ACCIDENT.

On Wednesday night the boys at Kowloon Hotel were startled by hearing a sudden thud on the ground underneath the verandah outside the first floor of the hotel, and on going to the spot found a European lying on the ground. They immediately summoned assistance and had the fallen man removed into the hotel, when he was identified as Mr. William Barker, purser of the *s.s. Clavering*, who was a guest, temporarily, of the hotel. The injured man was later removed to the Government Civil Hospital, where he was detained for treatment, and where, at latest reports, he lies in a precarious condition. It is believed that Mr. Barton is a somnambulist, and that the fall was the result of his walking in his sleep.

THE ALHAMBRA.

THE VIRTUOUS RESOLUTION OF THE CONSUL.

The following, taken from the *China Gazette*, is the text of the resolution passed by the Consular Body with reference to the Alhambra, the closing of which was announced in a special wire by our Shanghai correspondent the other day. Meanwhile the American and Spanish Consuls have officially served notices on the people concerned, and have asked the Municipal Council to see that the order is enforced:—It being a notorious fact that the Alhambra is an establishment where gambling is carried on; where bad characters of both sexes are in the habit of resorting; and where disorderly scenes disturbing the peace of the neighbourhood, are of frequent occurrence.

It being well known that in several instances the Consuls have had to deal with cases of young men of promise having been ruined in that place.

It being desirable that such an establishment should neither be protected nor tolerated by the lawful authorities.

It being understood that it is the duty of the Police of the International Settlement to take the necessary measures for ensuring peace and good order in the International Settlement and on the roads constructed by the Municipal Council outside the Settlement provided such measures are approved by the Consular Body.

For the reasons aforesaid the Consular Body of Shanghai unanimously resolve:—

That the Alhambra be closed from the 15th of September next.

That the Municipal Council of the International Settlement be authorized to take the necessary measures to enforce the above resolution.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Catherine Apsar*) 11th inst.American (*Siberia*) 13th inst.German (*Bayern*) 13th inst.Australian (*Chingta*) 13th inst.Indian (*Namsang*) 20th inst.

The C. N. Co.'s *s.s. Chingta* from Australia ports left Port Darwin yesterday p.m., and is due here on 18th inst.

THE TYPHOON, AND AFTER.

IMMENSE DAMAGE AT SHANGHAI AND WUHSUNG.

EXTRAORDINARY SPECIMENS.

The following interesting account of the recent typhoon in Shanghai and the extensive damages resulting therefrom, is taken from the *N. C. D. News* of the 4th inst.:

When we went to press early on Saturday morning the typhoon, which had been gradually increasing in force from the previous afternoon, was reaching its climax. The tide was also at its highest, and the highest could not be matched in the memory of the oldest inhabitant. The greater part of the Settlement was under water and the streets presented most unfamiliar spectacles. The Huangpu had not only overflowed its banks so that the water came up to the steps of the buildings on the Bund but streamed along the streets beyond, turning them into rivers of two or three, and sometimes four feet, in depth. Two members of our staff found the simplest way of reaching home after the labours of the day was to leave most of their clothing behind and swim up Kiukiang Road; nor was this an uncommon experience. Sampans yalched up to the Club steps to take home some who had taken refuge there earlier in the evening, and boats were as numerous in the streets as richas. The water was not stationary but running at several knots and one of the curious sights was that of scaffolding poles and other building material borne swiftly along, with enterprising Chinese in chase. Some hundreds of chickens were drowned, many houses and ponies had to be taken from their stables, but there appear to have been few lives lost in the Settlement itself. At Pootung there were several natives drowned and houses washed away, while on the river there was some loss of life among the sampans and junks, very many of which were wrecked.

At daylight on Saturday Shanghai presented the forlorn appearance of a city which has undergone a bombardment. A sad sight, which appealed to everyone was the destruction among the trees. This was most severe on the French side of the Yangkiangpang, where about half of the trees were uprooted. The garden of the French Consulate was a desolation. Very many of the trees on the English Bund were overturned, the force of their overthrow having frequently broken the cement paving around. The Public Garden looked a wreck, and all about the Bubbling Well, Sinza, and other outlying roads trees were lying prone or far out of the perpendicular.

A FATALITY.

Some of the telephone and telegraph poles had suffered in the same way. On Bubbling Well Road a wire fell on Friday night, and a richa conlie suffered electrocution. He became entangled in the wire and incautiously putting his hand on it was poisoned completely. The foreigners who were with him ascertained that a mackintosh coat would act as a non-conductor and succeeded in freeing the native who pulled himself together, but a few yards on the foreigners thought escaped. He fell dead, however, a short distance away. A foreign constable and some Sikhs were subsequently put on duty to warn passers-by till the dangerous wire could be removed.

Long after the water had subsided from the streets the low-lying Recreation Ground maintained its temporary resemblance to the Welsh Harp. The mat shelter for carriages and richas, had tumbled down, and also the mat roof of the swimming bath giving it a most dilapidated aspect. Water polo might have been played on the golf links, but we have not heard of any sport on Saturday.

The cellars of Kalce and the Astor House were flooded and on Saturday two fire engines were requisitioned to pump them dry. The Kalce cellars were flooded again on Saturday night and yesterday afternoon the Deluge engine was again at work.

THE LOSS OF GOODS.

The most serious consequence of the typhoon, however, is the heavy loss caused to foreigners and Chinese alike in the destruction of property. The damage done is variously estimated, but it does not seem too high to put it at from eight to ten millions of taels. All sections of the community have suffered more or less, not the least to be consoled with being the small householders whose private effects have been damaged and the retail storekeepers, some of whom have much damaged stock on hand. But in point of amount, of course, the chief destruction was in the godowns, which unaccountably as it happened, were very heavily stocked. Piece goods, silk, tea, flour, rice, stocks of these and other commodities have been irretrievably damaged, and the losses to some firms are very serious indeed. A question has naturally arisen as to the responsibility of the Wharf and Godown Companies, but without venturing into any question of law, it is difficult to see how preparations could be made to meet such an unexpected contingency as Friday's flood. Many victims were going about on Saturday trying to argue that a typhoon did not come under what in insurance parlance is called an "Act of God."

AT POOTUNG.

The wharves on the Pootung side had a particularly bad time. The case of the Shanghai and Hongkew Company's Wharves may be taken as typical. The afternoon tide on Friday only rose to about eighteen inches from the top of the wharf decking, and as the floors of the godowns are all more than a foot above the top level of the staging, and the highest tide ever experienced in Shanghai only rose three inches above the decking, it was thought that the godowns would be free from flooding. Such anticipations allowed, therefore, for a flood tide during the night of 23 feet more from the tide. The water actually rose about 43 feet higher at night, but the exact depth was not ascertainable as it was impossible for anyone to reach the wharf to measure it. About 6 p.m. the fences around the property began to be blown down, and by 7 p.m. quite a lot of the roof of the local manager's house had blown off.

Messrs. Chambers and Marshall went out to see what was happening, and at about 1 a.m.

they saw a lot of native craft tearing up the river, and among them what appeared to be a small steamer. A quarter of an hour later a throng of junk came tearing along and her cable caught the moorings of the *Thistle*, holding her for a few moments. The junk swung clear but then blew straight on to a dolphin with a crash; her stern swung round into Mr. Chambers' garden, and the afterpart made itself comfortable sitting on a bamboo bough which, at ordinary times is fully ten feet from the water's edge. At this time a number of calls for assistance were heard from the river, but the wind was of such terrific force that it was impossible for those on shore to render any aid. About two o'clock a large Ningpo junk was washed right ashore under the Wharf Office windows and was left by the receding tide with her inner bilge up to the bunding top. Meantime a lot of dark objects rushing up the river mystified the watchers for some time, but eventually they were found to be logs of timber. There were thousands of them and in some unaccountable way many of them were locked together and standing on end. Hundreds of them were carried right on the wharves; some of them, forty feet long and two feet square, were blown completely across the top of the wharf staging.

By morning the water had penetrated all the godowns at the East Wharf and all at the West, except a coal godown. The roof of the No. 13 East Wharf had blown off, and with the high wind still prevailing impossible to get near the godown as the roof was lifting and cracking like big guns, and bricks were falling every few moments. The Chinese houses on the wharves were all badly wrecked and both ends of the *Compadore*'s house on the west wharf were blown down. The water was rushing through the property into the country behind like a mill race, destroying all the native huts in its way. The East Wharf staging and jetties were battered by the onrushing timber almost out of recognition. The underneath jetties were reported unsafe and some of the upper jetties were lifted right off the uprights.

THE TYPHOON AT SEA.

Grave anxiety was naturally felt for the mail and other steamers due to arrive at Shanghai, and perhaps most of all for the *R.M.S. Empress of Japan*, which was known to be bringing back many local holiday-makers from Japan, and which had been advertised to arrive at daybreak on Saturday. The Norwegian steamer *Elle* was one of the earliest arrivals in port yesterday. She carried a heavy cargo of coal and the feat of bringing her up the Yangtze was, under the circumstances, remarkable, for most of the marks had been destroyed or removed from their anchorages by the storm, and it was running considerable risk to come in without a pilot who had first been able to ascertain exactly what had transpired. House Island beacon and Kiutun beacon were both down, the Fungsha lightship had drifted from her anchorage, and there was other disorganization. The *Elle* reported the *Empress of Japan* safe and at anchor, but waiting for a pilot.

At 1.15 p.m. the *Empress* herself arrived at Woosung, and the passengers were brought up to the Bund by the tender *Alexandra* at 4.30 p.m. They had experienced a terrible time since Saturday morning. Nagasaki had been left in the scheduled time, on Thursday afternoon in fine weather, but with the barometer falling, and a typhoon threatening. The ship was very full and Capt. Pybus put on all speed in order to make Woosung before the storm should break. He came up with the typhoon, however, while still thirty miles from the Suddles and the only thing possible was to turn round and ride out the storm. Soon the heavy seas swept the vessel from stem to stern but it was never thought necessary to batten passengers down below. The ship sustained a certain amount of damage; the fore part of the captain's bridge was carried away and the end of the library stove in. The after bridge was also carried away, and one of the ship's boats was seriously damaged. Yesterday morning early the *Empress* was in the river, but waited to be brought up as already stated. The passengers resolved to put their appreciation of the manner in which Capt. Pybus had brought them through a perilous time into the shape of a testimonial. It is also reported that the steamer lost an anchor.

From the *Mercury* we learn that before the vessel arrived at Woosung, the passengers drew up the following letter of appreciation of the skillful seamanship of Captain Pybus, his officers and crew. Mr. Geo. Bayne was selected to make the address, which he did in a few well chosen words:

"To Commander H. Pybus, R.M.R. The passengers on the *Empress of Japan* having passed through the severe typhoon of last night, fully recognising the able services of yourself, your officers and crew, hereby desire to record their high appreciation of the skillful manner in which the ship was handled during what must have been a period of severe tension and anxiety. They desire to express their warmest thanks to all concerned in protecting their safety and their lives. Woosung, on the 2nd September, 1905. (Signed) W. H. Boyd, A. Linton, M. Watson, J. C. Bosworth, Percy Tilley, J. A. F. Bidwell, M. Penderell Walker, W. W. Thacher, Edmund I. Lee, Edmund Lee, Woodward, M.D., A. L. Tien, Wm. Geo. Bayne, R. St. George Moore, Alexander S. Harvey, Fred Clayton, H. Hunter, J. Collins and wife, K. McKelvie, Florence Boyle, Josephine Graves, Lucy Graves, F. L. Hawks Pott, James Ross, Joseph R. Patterson, Samuel R. Gale, Wm. Danby, Elizabeth W. Graves, Jennie Groundwater, Lucy de St. Croix, Carrie Moss, G. I. Shekury, Beryl Skekury, May Chandler, F. Schwyzer, Ed. Nussim, Ethel M. Gough, A. L. MacHaffie, Marjorie MacHaffie, S. L. Dodson, S. N. Jolt, D. MacGillivray, Edith MacGillivray, A. MacGillivray, F. A. Craighaw, A. E. Algar, Guinevere K. Harris, D. S. Sweeting, C. S. Sparkes, Barnes Moss, E. Findley, Edna Ross, Mrs. James Foss, Mrs. F. Schwyzer, Florence E. Ford, Phoebe Gale, Moore, Mrs. Joh. Kolkmeier, S. A. Ford, Mabel L. Morell, J. Kolkmeier, F. Morgan, I. Phillips, W. O. Leitch, E. C. H. Moule, A. Shewan, Cicely R. E. Harris, Marion S. Mitchell, Helena R. Butler, Lottie Phillips, Jeanette Townsend, Geoladis K. Ling, Katherine Clayton, Hyderal, E. E. Kurwa, Irving S. Boydston, F. A. Cumming, Y. Takami, K. Matsunaga, Y. Neiva, S. Yamanaka, C. D. V. Hunt, Liting K. Wong, Mr. and Mrs. Pratt, Mrs. Sheldon.

Captain Pybus replied in a few neat words and said that the address just read, had given both his officers and crew himself great pleasure. They had only done their duty and it was nothing out of the ordinary routine of a sailor's life. Three loud cheers brought the proceedings to a close.

The report of our Northern morning contemporary continues: The *M.M.S. Armand Delie* with the home-going French mail could not be despatched as advertised on Friday night and intending passengers who went down to Woosung in the tender *Wangpoo* were brought back to Shanghai for the night. Those who intended to depart by the *R.M.S. Tartar* for Japan on Saturday had an even more uncomfortable experience. When the tender *Alexandra* arrived at Woosung the sea was running mountains high and as it was impossible to put passengers on board the steamer, they were

temporarily landed at Woosung, where they waited to the utmost capacity of the hotel, the proprietor had his own difficulties to deal with in the way of flooded rooms.

The *A.S. Lothian*, which arrived here yesterday from Foochow, reported that on the 2nd inst., at 7 a.m. she passed a derelict junk with decks awash and one mast amidships standing forward. The junk was bearing from the Suddles Island, 7 miles south.

ON THE RIVER.

The casualties in the Huangpu must, however, be considered really small. A coal-laden junk was sunk near the P. and O. Jetty and one man was drowned. A large junk turned turtle and sank off the Jetty but the crew got safely to shore, and a rice junk was overturned near the Shanghai rice mill, the crew in the case escaping alive. In the junk anchorage in the upper reach, and off the Arsenal there were a number of boats sunk and a lot of lumber got adrift and floated down the river on Saturday, giving the Customs Luncheon plenty of work. Most of the steamers in harbour were moored fore and aft, but several dragged their anchors and two bumped each other, without, however, consequences of note. The pontoons on the foreshore all held, having been extra lashed.

Of the pleasure craft the *Lady Maud* yacht was overturned and floated down stream early on Saturday morning. She was towed ashore badly damaged. The *Coronella* was also sadly injured.

WITH FITZGERALD'S CIRCUS.

To the unguessed delight of a large crowd of waiting children, and the relief of elders perhaps more seriously anxious, the *I.C.S. Choyang* came alongside the Ewo Wharf about half-past four yesterday afternoon, after exactly a week's run from Hongkong, and experiencing on the way the full force of the typhoon. The principal arrivals by the *Choyang* were the members of Messrs. Fitzgerald Bros' Circus, and as the boat put into its berth, amid musical strains from the band, and the bulky form of the elephant was spied on the lower deck, a shout of exultation went up from the children. Mr. Elephant, in his travelling box, cast a lazy eye and a busy trunk about as though he had relished the trip rather than otherwise, and in fact the dogs, horses, monkeys, and other animals who were subsequently to be seen, fastened, seemed, or caged, all over the vessel, seemed to have weathered the typhoon with the experience of seasoned travellers, while the ladies and gentlemen of the ring were all in the happiest of spirits, glad to touch terra firma once again, but by no means disconcerted by their sea adventures.

The *Choyang*, which is a splendid sea-bout, left Hongkong 5 p.m. last Sunday and arrived in Swatow about 7 a.m. next day. Putting out twelve hours later, she encountered so trying a sea that Capt. Selby decided to return to the harbour for the night. On Tuesday another attempt was made but at noon the vessel was anchored in Tongsang harbour, the barometer then falling. At daylight the *Choyang* was again under way, but at noon on Friday she was taken in Bullcock Harbour, and he arrived safely yesterday as stated. He reports simply: Experienced strong North-North-East, and North-Western winds, increasing to heavy gales at times; high sea and low barometer.

A TEST FOR THE DESTROYERS.

H. M. destroyers *Die* and *Ere*, which arrived here yesterday from Weihaiwei, encountered very severe weather on the way down, steaming for twenty-four hours without making any headway. When they arrived eight or nine men were taken to the sick bay of H.M.S. *Donaventure* suffering from broken ribs and more or less severe cuts and bruises. The experience, though an unpleasant one, proves at any rate the seaworthiness of these new style of destroyers, with the high bow.

THE ELECTRIC LIGHT.

Owing to the flooding of all the electric light transforming stations the current had to be cut off on Friday night, and consequently on Saturday and yesterday there was no power for the fans and light in the Club and several other large buildings, and other illuminants had to be employed. There was no damage sustained at the Electric Light Works by water coming up through the concrete floor of the pits under the switchboard and some of the machinery, although at one time the high tension cables were working whilst under water. All the damage was sustained in the transforming stations, the water in several cases rising through the floor and when the flood subsided the water had to be pumped out and the transformers dried; in some cases the latter operation will take several days. The street lighting current is directly connected with the works and therefore the lamps were kept going all the time, though all Saturday they would rather more than usual. By last night the lights and fans were going again at the Club and other premises on the Bund, Nanking Road, and most of the houses on the Bubbling Well Road. The people who are likely to suffer worst are those living in Whangpoo Road and the Hongkew District, as these transformers will probably take several days to dry. The damage sustained through the wind was very slight indeed—only two poles having fallen in the whole settlement. The staff at the Electric Light Works are putting forth all their strength to restore order, and yesterday some fifty men were at work outside. It is almost needless to say that the Department has never had to cope with such a condition of affairs before.

Among the results of the breakdown are that the staffs of some of our contemporaries have enjoyed a partial respite from work, with bathing included, as we understand.

AT WOOSUNG.

Apart from the damage done to cargo in godowns on both sides of the river the wind and tide have wrought most havoc in the low-lying villages and country of Pootung and Woosung. On the Pootung side the embankment failed to withstand the force of the tide and some houses were completely demolished while others were flooded up to the second storey. Hundreds of lives were lost, and from one house alone six dead bodies were removed on Saturday. Throughout the country coffins were floating and many were broken to pieces, and hundreds of corpses have been seen floating down river in the vicinity of Woosung. From just below Changwan up to Woosung Ports, the water came far past the railway line on Saturday morning and large tracts of land are still under water. The Beggar's village at Woosung was completely washed away, and two tremendous junks were carried broadside on against the embankment bordering the railway—a quarter of a mile inland. Another junk was carried right over the high embankment and is now stranded there high and dry. Yesterday the crews of these junks were busy getting cargo out. Other small craft were smashed to pieces by the force of the current and the buffeting. In the early stages of the storm upwards of two hundred junks took refuge in the Woosung Creek, but found themselves in a cul-de-sac. It would have been far better for them and for other small craft had they remained in the open river, for in the creek there was a tumultuous jam, and confusion reigned supreme, with the result that over one hundred junks were badly damaged—some sunk—and at least one hundred and fifty lives lost.

At Woosung Ports Station the whole of the large match shed was demolished. In the hotel grounds all matchsheds and the swimming-bath sheds were carried away, while during Friday night the water rose to the level of the Hotel verandah. The Prince's Pier was completely swept away and only the piles remain at low tide as evidence of the stalwart structure that was there three days ago. The new railway wharf has also gone down considerably. At 2 p.m. yesterday the register board near where the pier used to be showed a depth of 30 odd feet, and on Friday night the depth must have been nearer forty feet than thirty. Apart from native craft the heavier shipping at Woosung suffered little damage, though the risk was great. There does not appear to have been any serious accident, but there were some very narrow escapes, the *Aylmer* in particular having a very close shave. The belated *Empress of Japan* arrived outside Woosung about noon and the incoming German mail steamer *Koon* was well up to time. The embankment along the shore at Woosung Ports withstood the storm splendidly, and the top of the sea wall made a most useful and clean path for the innumerable sightseers who visited the place yesterday, as walking on the roads or in the country was impossible.

AT NINGPO.

The typhoon was felt more severely at Ningpo than at Shanghai and there is little doubt that the typhoon centre passed very close to the city. The wind on the 1st inst. blew with hurricane force from the N.N.E. with heavy squalls. Towards midnight the typhoon approached nearer, and just after midnight the wind suddenly changed and blew very hard from the West. The whole of the Ningpo Settlement was flooded at high tide to a depth of three feet, and considerable damage was done, some of the foreign houses having a foot of water over the ground floors. The bridge of boats leading to the native city carried away at six o'clock in the evening when there was a heavy traffic on it, and many people must have been drowned. The boats drifted down the river carrying a portion of the bridge railing, the bridge planking having, of course, given way precipitating everything on it into the river. A large number of small boats capsized, and one launch, a *Jorda*, and five large junks were left high and dry on the river bank when the tide receded and the weather moderated, which it commenced to do early on the morning of 2nd inst. When the *Kiangtse* left at 4 a.m. on Saturday, Ningpo presented a very devastated appearance, the damage being very extensive to property on all sides. The *Kiangtse* yesterday morning in coming up the river to Shanghai met large quantities of wreckage and Chinese coffins, in threes and fours, were floating down the Huangpu.

CABLES INTERRUPTED.

As one consequence of the typhoon Shanghai came very near to being telegraphically isolated from the rest of the world. The Eastern Extension Company's Foochow cable was reported interrupted early on Saturday morning, and half an hour later another Express intimated that Shanghai-Chiefco cable was inoperative and that all communication with North China was cut off. The direct Japanese cable had already been notified as out of work, and even the round-about route via Formosa was unavailable for a time but was restored to on Saturday morning. At present the Great Northern Company's sub-cable is our sole means of communication with the outer world.

THE BAROMETER.

From the barometric readings it will be noticed that at Sicauei the mercury began to fall on Friday morning. At 9 p.m. on that day it measured 29.65 inches; at 4 p.m. it had fallen to 29.48; at 9 p.m. to 29.38; and at 4 a.m. on Saturday, when the typhoon had just passed at its height, to 29.29 inches; a total drop of a little under half an inch. Thence it recovered rapidly and at 9 a.m. yesterday the reading was 29.79 inches.

The C. M. S. *Kwangchi* recorded the lowest reading at midnight on the 1st of 29.19 inches.

REMINISCENT.

The last flood recorded in Shanghai occurred over fifty years ago, but the general level of the ground and roads was at least two feet lower than it is now. In that flood a large quantity of cargo was damaged in godowns, and this led to the introduction of the wooden trestles on which the cargo was piled to raise it from the floor. The community was very small at that time, and there was a wall running along the Bund northward from Peking Road, and the late Mr. E. A. Reynolds used to relate how almost the whole community came out and sat on that wall, watching the wreckage in the river, until the tide went down. There was no land then where the Public Garden is, and spring tides even down to the sixties the water used to come up to where Clemssen & Co.'s entrance gate now stands.

ANOTHER TYPHOON INCIDENT.

The steamship *Eastern* had an interesting experience during the recent typhoon. Captain G. H. Powell, the master, left Kobe on the 29th ult. and called at Moji. On leaving Moji on the 31st ult., and when near the Goto Islands, the falling glass warned Captain Powell that a typhoon was approaching. With great discretion he turned the *Eastern* and ran for shelter to Tama No-U Bay in the Gotos. The full force of the typhoon was encountered, but the vessel rode on the storm in excellent style. As an evidence of the character of the storm it need only be said that the barometer fell to 29.40. On the afternoon of the 2nd inst., the gale moderated a little, and on the morning of the 3rd inst., the voyage was resumed. A high sea was running, but afterwards the weather calmed and after the first 18 hours the captain and officers found the conditions much more favourable to a rapid passage. The *Eastern*, which is one of the E. & A. Company's vessels, arrived at Hongkong early yesterday morning.

COMMERCIAL.

Quotations for the week close as follows:—
Hongkong Banks... 588 1/2 b. 589 1/2
National Banks... 38
Union Insurances... 770 1/2
China Traders... 80 b.
Canton Insurances... 335 b.
Hongkong Fires... 335 b.
China Fires... 85 sa. & b.
H. C. & M. Steamboats... 261 b.
China Sugars... 234 1/2
Lunas... 234 1/2
Rauhs... 31 1/2
Docks... 154
Kowloon Wharves... 154
Hongkong Lands... 127 1/2
West Points... 55 1/2
Hongkong Hotels... 145 b. ex. div.
Humphreys... 145 sa. & b.
Ewo Cottons... 115 1/2
Green Island Cements... 28 1/2
A. & Watsons... 14 b.

Shanghai advices, of 4th inst., state:—Business reported—Hongkong and Shanghai Banks at \$35 at Ex. 7 1/2. Yangtze Wharves at \$1.10. Farman, Boys at \$1.15 for October. Chinese Engineering and Mining Co. at \$1.75 B. S. Colonies at \$1.15. Telephones at \$1.58.

Business done direct—Shanghai and Hongkong Wharves at \$1.10. Indo-China at \$1.15. 67 for 10 September. Lands at \$1.12. Langkats at \$1.17 for September.

TO-DAY'S EXCHANGE.

London—Bank T.T. 111 3/16
Do. demand 111 1/2
Do. 4 months' sight 111 7/16
France—Bank T.T. 243
America—Bank T.T. 46 1/2
Germans—Bank T.T. 16 1/2
India T.T. 14 1/2
Do. demand 14 1/2
Shanghai—Bank T.T. 91 1/2 prem.
Japan—Bank T.T. 94 1/2
Yan—Bank T.T. 116

Selling.

1 month's sight L.C. 111 9/16
3 months' sight L.C. 111 11/16
30 days' sight San Francisco & New York 47 1/2
4 months' sight do. 48 1/2
30 days' sight Sydney and Melbourne 111 13/16
4 months' sight do. 247 1/2
6 months' sight do. 249
4 months' sight Germany 202
4 months' sight Italy 228 1/2
Bank of India rate 3 1/2
Sovereign 113.40

To-day's closing rates:—
Per cent
Mow New 100 1/2
Old 100 1/2
Older 100 1/2
Oldest 100 1/2

China New 100 1/2
Old 100 1/2
Older 100 1/2
Oldest 100 1/2

Japan New 100 1/2
Old 100 1/2
Older 100 1/2
Oldest 100 1/2

To-day's Advertisements.

HONGKONG HOTEL.

— MENU —

SATURDAY, SEPTEMBER 9TH, 1905.

DINNER.

HORS D'OEUVRES.

Eggs a la Russe.

SOUP.

Clear Windsor.

FISH.

Smoked Garonpa and Butter Sauce.

ENTREES.

Snipe on Toast.

Ox Tongue a la Poulette.

Baked Macaroni and Tomatoes.

CURRY.

Malay Curry.

JOINTS.

Roast Australian Beef.

Roast Capon and Celery Sauce.

Boiled York Ham and Champagne Sauce.

Cold Roast Lamb and Mint Sauce and Mixed Salad.

SWEETS.

Lemon Pudding.

Chocolate Ice Cream and Pound Cake.

Almond Cheese Cakes.

Topsy Cake.

DESSERT.

Coffee. Fruits. [92]

HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.

26, DIS VIEUX ROAD CENTRAL.

THE NIGHT SCHOOL of the above will open for its 4th Session on MONDAY, OCTOBER 2ND. BOOKKEEPING, COMMERCIAL CORRESPONDENCE, SHORT-HAND, TYPEWRITING, BEGINNERS' ENGLISH, INTERMEDIATE ENGLISH, ADVANCED ENGLISH, MANDARIN, MUSIC, THE CHINESE WRITTEN CHARACTER, and ANY OTHER SUBJECTS for which there is an enrolment of ten students, will be thoroughly taught by EXPERIENCED FOREIGN and CHINESE TEACHERS. A GOOD OPPORTUNITY to improve yourself in your leisure hours. Fees moderate. Rooms bright and comfortable. For full information send for our Educational Prospectus or call at the Office of the Secretary.

Hongkong, 8th September, 1905. [97]

THEATRE ROYAL, HONGKONG.

Lessee and Manager, Mr. W. HOLLINWORTH.

TO-NIGHT (FRIDAY), 8th September, LAST NIGHT BUT ONE.

GRAND CHANGE OF PROGRAMME.

SATURDAY, VIOLET-REGAL NIGHT.

Doors Open at 8 P.M. Commence at 9 Sharp.

Under the direct patronage of His Excellency the Governor, Sir MATTHEW NATHAN, K.C.M.G.

THE FAMOUS GAIETY STARS, POLITE VAUDEVILLE.

NEW SONGS, NEW DANCES, NEW PICTURES.

ONLY ONE OPINION: THE BEST SHOW YET SEEN IN HONGKONG. Special late Trains to Peak and elsewhere. Box Plan at the ROBINSON PIANO CO. Price... \$3.32 and \$1. MATINEE: SATURDAY, AT 3.00. Children 50 Cents all parts. Adults \$1. Hongkong, 8th September, 1905. [87]

Intimations.

SPECIAL SALE

AT

ROBINSON'S

OF

PIANOS, PIANOLAS,

MUSIC AND MUSICAL

INSTRUMENTS

OF ALL KINDS

PREVIOUS TO REMOVAL.

The following Pianos are thoroughly sound and reliable, and are

GUARANTEED

FOR THE CLIMATE.

Intending buyers should not miss this most favourable opportunity of securing one of these Great Bargains.

UPRIGHT

PIANOS

Make Sale Former Price

Lunan ... \$150 \$475

Cabin Piano ... 180 250

Hopkinson ... 280 480

Playel ... 205 525

Own Make (R. P. Co.) ... 300 450

Schiedmayer ... 320 500

Kirkman ... 325 480

Stuart ... 335 450

Rosencrans ... 350 500

Own

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"DIOMED"	14th September.
GLASGOW and LIVERPOOL	"KAISOW"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"TYDEUS"	28th "
GLASGOW and LIVERPOOL	"CHINGWO"	28th "
GLASGOW and LIVERPOOL	"KINTUCK"	5th October.

HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	12th September.
* GENOA, MARSEILLES & L'POOL	"ACHILLES"	20th "
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	26th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	10th October.
* GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	20th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	1st October.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"YACHTSZE"	28th September.
	"KEEMUN"	30th October.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIANG"	9th September.
SHANGHAI	"KIUKIANG"	12th "
MANILA	"TAMING"	12th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHANGSHA"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th September, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 9th Sept., at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 16th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 2nd September, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"SIERRA BLANCA"	2000	W. J. G. O'Brien	NEW YORK	About 20th September.
"ALSTON"	2000	W. J. G. O'Brien	"	About 20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 4th September, 1905.

BOO CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Paper,
Copying Presses, also Automatic Cyclopedia
and Ellipse Duplicator.

Hongkong, 2nd February, 1905.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES.

4, DES VOUX ROAD.

SHIPS called from alongside at the shortest
notice, and with all possible dispatch.
Prices Moderate. Telephone No. 539.
Hongkong, 1st October, 1904.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,
if tide permits.
FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 50
cents; Return, 30 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$1.
On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.
First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Ticket. Should
the Steamer not run on Monday, owing to the
Bollard cleaning, due notice will be given by
the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 15, Victoria Street,
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,300 T. R. MEAD.

"KWONG TUNG" 1,300 H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey \$3.
Meals \$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY
and FRIDAY EVENING, at 9.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 5 P.M.On SUNDAYS she will make an EXCUR-
SION TRIP TO MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.The "YING KING" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.FARES:—
First Class single journey to Canton \$3.00
Second " " " " 1.50First class single journey to Macao 1.00
Second " " " " .50

Third " " " " .30

Breakfast, Tiffin or Dinner \$1 each only.
Wines and Spirits of the best brands are used.
The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "PARKMAN".For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.
Hongkong, 23rd August, 1905.REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship "About

"SATSUMA" 30th September, 1905.

"WRAY CASTLE" to follow.

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 30th August, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, S'RAVAYA & SAMARANG	"SANGSANG"	SATURDAY, 9th Sept., Noon.
SHANGHAI	"KWONGSANG"	TUESDAY, 12th Sept., 3 P.M.
TIENSIN VIA SWATOW & CHEFOO	"WOSANG"	TUESDAY, 12th Sept., 3 P.M.
SANDAKAN	"MAUSANG"	SATURDAY, 16th Sept., 2 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on through Bills of Lading to Labad, Dato, Simporna, Tawau, Kudat, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th September, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA-OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail at Daylight on
"NICOMEDIA"	4,370	Wagmann	September 26th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, "
"ARABIA"	4,483	Mettenheim	November 7th, "
"ARAGONIA"	5,198	Ernst	"

The S.S. "Nicomedia" left Portland on August 17th, and is expected to arrive here on or about
September 16th.Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).

STEAM FOR

BOMBAY via SINGAPORE AND

PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA.ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS
up to CALLAO.(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"

Captain Cogliolo, will be despatched as above,
TO-MORROW, the 9th September, at Noon.At BOMBAY, the Steamer is discharging in
Victoria Dock.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 8th September, 1905.

"SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, ANTWERP AND
LONDON.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or
about the 15th September.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
Agents "Shire" Line.

Hongkong, 31st August, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA-OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

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Having connection with Company's Mail
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VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
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SHEWAN, TOMES & Co.,
Agents "Shire" Line.

Hongkong, 31st August, 1905.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 8th September, 100 cts. per 5 Mds.

BUTCHER MEAT.

	Cents.
Beef—prime cut—Mei Lung Pa	20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Ngau Lam	15
" Soup, Tong Yuk	18
" Steak—Ngau Yuk Pa	20
" Serjion—Ngau Lau	20
" Sausages—Ngau Yuk Cheung	20
Bullock's Brains—Know	per set
" Tongue fresh—Ngau Li	each
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	60
" Heart—Ngau Sum	20
" Hump, Salt—Ngau Kin	20
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	11
" Tail—Ngau Mei	18
" Liver—Ngau Con	12
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai- tau-keek	80
Mutton Chop—Yeung Pai Kwat	25
" Leg—Yeung Poi	25
" Shoulder—Yeung Shau	22
Pigs' Chindings—Chi cheong	22
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	16
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	22
Pork, Chop—Chi Pai Kwat	20
" Corned—Ham Chu Yuk	20
" Leg—Chu Pei	20
" Fat or Lard—Chu Yau	15
Sheeps' Head and Feet—Yeung Tau	55
" Keek	set
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	10
Sucking Pigs, To Order—Chu Chai	10
" Suet, Beef—Sang Ngau Yau	10
" Mutton—Sang Yeung Yau	10
" Veal—Ngau Chai Yuk	10
" Sausages—Ngau Chai Yuk Tong	10

POULTRY.

Chicken—Kai Chai	28
Capon, Large, Small—Sin Kai	12
Ducks—Ap	18
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	10
" Hainan—Hoi Nam Kai	10
Geese—Ngo	20
Geese, Wild Shanghai—Sheung Hoi Yai	20
Ngo	per pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	10
Partridge—Che Khoo	10
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	"
Quail—Um Chun	10
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
Turkeys, Cook—Fo Kai Kung	"
" Hen	" Na
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	Ap
	per pair

FISH.

Barbel—Ko Yu	14
Bream—Bai Yu	13
Canton Fresh Water Fish—Hoi Sin Yu ..	11
Carp—Li Yu	14
Catfish—Chik Yu	14
Codfish—Mau Yu	15
Crabs—Hoi	13
Cattle Fish—Muk Yu	13
Dab—Sa Mang Yu	16
Dace—Wong Mei Lun	11
Dog Fish—Tit Tu Sa	8
Eels, Congor—Hoi Man Yu	15
" Fresh water—Tan Sui Yu	28
" Yellow—Wong Shi	32
Frogs—Tien Kai	32
Garoupa—Sek Pan	13
Gudgeon—Pak Kup Yu	12
Herrings—Tao Pak	24
Halibut—Cheung Kwai Yu	24
Labrus—Wong Fa Yu	28
Loach—Wu Yu	28
Lobsters—Lung Ha	32
Mackerel—Chi Yu	28
Monk Fish—Mon Yu	28
Mullet—Chai Yu	24
Oysters—Sang Hoo	24
Parrotfish—Kai Kung Yu	20
Parch—Tau Loo	8
Pike—Fa Paw Poong	28
Plaice—Pan Yu	28

Entertainment.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

The leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard must exactly meet lines to the
inch, and about eight words in the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to—

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road

Hongkong.

Shipping.

Australian, Br. s.s., 1,874, W. G. McArthur, 7th
Sept., Sydney 16th Aug., and Manila 15th
Sept., Gen.—C. L. & Co.
Kluksang, Br. s.s., 1,328, J. B. Harris, 7th
Sept., Shanghai 31st Aug., Amoy 5th, and
Swatow 6th, Gen.—B. & S.
Bourbon, Fr. s.s., 997, Ch. Sisco, 7th Sept.,
Saigon 3rd Sept., Gen.—W. O. Fat.
Bengal, Br. s.s., 2,751, W. W. Cooke, R.N.R.,
8th Sept., Shanghai 15th Sept., Malle and
Gen.—P. & O. S. N. Co.
Taming, Br. s.s., 1,350, Outerbridge, 8th Sept.,
Manila 5th Sept., Gen.—B. & S.
Chiyeon, Ch. s.s., 1,000, C. Stewart, 8th Sept.,
Canton 7th Sept., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Bengal, for Singapore.
Lootah, for Bangkok.
Kashang, for Tientsin.
Gao, for Singapore.
Australia, for Shanghai.
Looing, for Manila.
Zafro, for Manila.
Sept 8.
Simla, for Shanghai.
Agha Prince, for Cebu.
Laot, for Haiphong.
Pukura Maru, for Sheikweyau.
Tienkal, for Shanghai.
Haimun, for Swatow.
Kampol, for Saigon.
Schleswig, for Canton.
Jongang, for Manila.
Kashang, for Newchwang.
Tienkal, for Saigon.
Kluksang, for Canton.

Per Taming, from Manila—Messrs. Engleert,
Mack, Partridge, Kerr, Lorenzo, Alvie, Lewis,
Mrs. Moss, and 59 Chinese.

Per Bengal, from Shanghai for London—
Mrs. House, Mr. and Mrs. Richardson, and
Mr. P. Barry. For Marseilles—Sir W. Hillier.
For Colombo—2 Indians. For Hongkong—
Messrs. C. King, W. Ehabard, Jones Ridges,
Chan Lee Fong and servant, L. Ping Shu,
Chu Hon Ian, Mrs. Chang Kwan and amah,
Messrs. Li Chee Mok and Lui Yuen Si.

Per Australia, from Australian Ports for
Hongkong—Messrs. I. Fitzsimons, A. M.
Vroce, Viscount and Viscountess De Stage,
Mr. Martin, Mr. and Mrs. Ibolson and 3
children, Mr. McPherson, 92 Chinese, and 2
Filipinos. For Shanghai—Mr. D. McPhail,
and Miss Halley. For Kobe—Mr. J.
Hunter, and Dr. Ito. For Yokohama—Mr. J.
Adam, Miss Ovan, Mr. W. B. Alcock, Mrs.
Broham, Messrs. Lovett and P. Bell. For
Japan—2 Filipinos.

Per Bourdon, from Saigon—88 Chinese.

Shipping Report.

Ste. Haimun from Swatow—Light breeze,
and fine clear weather, smooth sea.

Ste. Australia from Sydney—Moderate
wind, fine weather, and smooth sea throughout.

Vessels in Port.

Banca, Br. s.s., 599, J. B. Ferguson, 6th
Sept.—Japan 31st Aug., Gen.—P. & O. S.
N. Co.
Carl Diederichsen, Ger. s.s., 774, H. Schalkier,
6th Sept.—Haiphong 2nd Sept., Gen.—J.
& Co.

Chunyang, Br. s.s., 1,418, R. Cox, 28th Aug.—
Samarang 19th Aug., Sugar—J. M. & Co.
Clavering, Br. s.s., 2,154, D. Burton, 6th Sept.,
—Saina Cruz 31st Aug., Ballast—C. C. S.
S. Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 5th
Sept.—San Francisco 23rd Aug., Honolulu
9th, Yokohama 23rd, Kobe 25th, Nagasaki
27th, and Manila 3rd Sept., Malle and
Gen.—O. & O. S. N. Co.

Daijin Maru, Jap. s.s., 900, H. Uha, 7th
Sept.—Tientsin via Amoy and Swatow 3rd
Sept., Gen.—O. S. N. Co.

Derwent, Br. s.s., 1,652, J. Jenkins, 6th Sept.,
—Samarang 27th Aug., Sugar—Man Fat &
Co.

Devawongse, Ger. s.s., 1,057, T. V. Bruhn,
19th Aug.—Bangkok and Swatow 8th
Aug., Rice and Teak—B. & S.

Eastern, Br. s.s., 3,596, G. H. Towell, 7th
Sept.—Kobe 29th Aug., Gen.—C. L. &
Co.

Empress of Japan, Br. s.s., 5,094, Henry
Pybus, R.N.R., 6th Sept.—Vancouver 14th
Aug., and Shanghai 4th Sept., Malle and
Gen.—C. P. R. Co.

Fri. Nor. s.s., 860, N. Andersen, 26th Aug.—
Haiphong 23rd Aug., Gen.—Aagaard,
Thorsten & Co.

Gregory Apar, Br. s.s., 2,961, J. G. Oliffent,
4th Sept.—Calcutta 19th Aug., Penang and
Singapore 30th, Gen.—D. S. & Co., Ltd.

Helene Menzell, Ger. s.s., 984, K. Auer, 6th
Sept.—Karachi 29th Aug., Coal—Order.
Hercules, Jap. s.s., 2,439, G. Bjerk, 7th Sept.,
—Kuchinotzu 31st Aug., Coal—M. B. K.

Hohenzollern, Ger. s.s., 6,660, O. Kraef, 20th
July.—from Genoa, Ballast—M. & Co.
Ischia, Ital. s.s., 2,781, C. Andrew, 4th Sept.—
Singapore 29th Aug., Gen.—C. & Co.

Johanne, Ger. s.s., 951, Ipland, 7th Sept.—
Bangkok 31st Aug., Rice—J. & Co.
Lennox, Br. s.s., 2,361, F. McNair, 1st Sept.,
—Put back, Gen.—D. & Co., Ltd.

Leosok, Ger. s.s., 1,010, G. Schulgen, 2nd
Sept.—Bangkok 24th Aug., Rice, and S.
Loyal, Ger. s.s., 1,582, L. Lorenzen, 27th Aug.,
—Bangkok 20th Aug., Rice and Gen.—S.
W. & Co.

Mausang, Br. s.s., 1,644, R. Houghton, 4th
Sept.—Sundakan 29th Aug., Gen.—J. M.
& Co.

Mercedes, Br. transport, 3,300, J. S. Macgregor,
31st Aug.—Weihaiwei 26th Aug., Naval
Stores—Admiralty.

Montang, Am. s.s., 208, D. C. Camus, 21st
Aug.—Manila 18th Aug., Gen.—
Portuguese.

Onsag, Br. s.s., 1,787, J. T. Davies, 19th Aug.,
—Samarang 9th Aug., Sugar—J. M. &
Co.

Opland, Nor. s.s., 844, Th. W. Schlyter, 2th
Aug.—Kobe and Nagasaki 18th Aug.,
Gen.—Yee Hing Tai.

Ponape, Ger. s.s., 126, H. Martens, 6th Sept.,
—Ponape (Caroline Islands) 13th Aug.,
Ballast—Geyman Consul.

Quinta, Ger. s.s., 987, Fralim, 3rd Sept.—
Bangkok 28th Aug., Rice—Order.

Sungking, Br. s.s., 1,445, G. H. Bonefather,
4th Sept.—Holl 31st Aug., Gen.—B. & S.

Tartar, Br. s.s., 4,442, W. Davidson, R.N.R., 6th
Sept.—Vancouver and Shanghai 3rd Sept.,
Gen.—C. P. R. Co.

Tainan, Ger. s.s., 1,005, O. Koch, 4th Sept.—
Bangkok 29th Aug., Rice and Gen.—B. &
S.
Zafro, Br. s.s., 1,618, R. Rodger, 4th Sept.—
Manila 2nd Sept., Gen.—S. T. & Co.

SAILING VESSELS.

Churchill, Am. 4-masted ship, 600, Huffman,
27th Aug.—Haiphong 23rd Aug., Ballast.
Master.
Combermen, Br. ship, 1,686, C. G. Dikens,
5th Sept.—New York 14th June, Case Oil
S. O. Co.
Ecuador, Ger. 4-masted ship, 2,193, O. Dick-
mann, 2nd Sept.—New York 19th May,
Paraffine—Order.

Steamers Expected.

Vessels	From	Agents	Due
Emma Luyken	Sourabaya	J. C. J. L.	Sept. 10
Moji	"	"	"
Catherine A. Car	Singapore	D. S. & Co.	Sept. 11
Den of Mains	"	"	"
Sikh	Singapore	D. S. & Co.	Sept. 11
Benlawers	Singapore	G. L. & Co.	Sept. 11
Siberia	Japan	P. M. Co.	Sept. 13
Bayern	Singapore	M. & Co.	Sept. 13
Nicomedia	Portland	P. & A. Co.	Sept. 16
Chingtu	P. Darwin	B. & S.	Sept. 16
Calcutta	Bombay	N. Y. K.	Sept. 18
Namsang	Calcutta	J. M. & Co.	Sept. 18

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
Montanes	"	"	"
Devawongse	"	"	"
Chunyang	"	"	"
Sumatra	"	"	"
Hermann Menzell	"	"	"
H.M.S. Hart	"	"	"
Oscar II.	"	"	"
Gregory Apar	"	"	"
Coptic	"	"	"
Royalist	"	"	"

Ships Passed The Canal.

Outward—4th August—Agamemnon, 9th
August—Swanley, Sylvia, 12th August—
Looong, 15th August—Bentley, Glenur-
ret, 18th August—Kaisow, Nordahl, Redhill,
Andalucia, Flinthire, 22nd August—Sophie
Richiers, Ohio, Bayern, Dismal, Jaureguizar,
Cy, Scotia, Neilly, 25th August—Daradanus,
Caledonia, 29th August—Glancus, Hector,
30th August—Benvenue, Glenk, Houck
W, Segovia, Tydus, Bornata, Rook Sang,
Iran, 31st September—Formosa, Serbia.

Homeward—4th August—Para, Silesta, 15th
August—Montrose, Sikh, 22nd August—Oan-
fa, 25th August—Byson, Schamhorst, 30th
August—Brigavia, Sithonia, 1st September
—Tonkin.

Arrivals at Home—4th August—Banta,
9th August—Parnside, 12th August—Oce-
anien, 15th August—C. Ferd Latis, 18th
August—Ping Sui, 22nd August—
Manila, Yunnan, Sagami, 25th August—An-
nam, 29th August—Palermo, 30th August—
Sachsen, 1st September—Glenurret, 4th
September—Java, 5th September—Tourant,
Benloma, Nippon.

Post Office.

Mails will close for—

Manila—Per Zafro, 9th Sept., 10 A.M.
Singapore, Penang and Bombay—Per Ischia,
9th Sept., 10 A.M.
Singapore, Sourabaya and Samarang—Per
Onang, 9th Sept., 10 A.M.
Shanghai, Moji and Kobe—Per Australian,
9th Sept., 10 A.M.
Europe, etc., India, etc., etc.—Per
Bingol, 9th Sept., 11 A.M.
Macao—Per Hungshan, 9th Sept., 1 P.M.
Singapore, Penang and Calcutta—Per
Gregory Apar, 11th Sept., 2 P.M.
Shanghai—Per Kluksang, 12th Sept., 3 P.M.
Manila—Per Taming, 12th Sept., 3 P.M.
Cebu and Iloilo—Per Sunghang, 12th Sept.,
3 P.M.
Amoy, Straits and Rangoon—Per Zaida,
12th Sept., 5 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yoko-
hama, Victoria and Vancouver, (B.C.)—Per
Tartar, 14th Sept., 10 A.M.
Europe, etc., India, etc., etc.—Per
Preussen, 13th Sept., 11 A.M.
Macao—Per Hungshan, 13th Sept., 1 P.M.
Samarang and Sourabaya—Per Emma
Luyken, 14th Sept., 11 A.M.
Macao—Per Hungshan, 14th Sept., 1 P.M.
Moji, Kobe, Yokohama, Victoria, (B.C.) and
Tacoma, Wash.—Per Lyra, 15th Sept., 1 P.M.
Macao—Per Hungshan, 15th Sept., 1 P.M.
Manila—Per Rubi, 16th Sept., 1 P.M.
Sandakan—Per Maungang, 16th Sept., 1 P.M.
Macao—Per Hungshan, 16th Sept., 1 P.M.
Macao—Per Hungshan, 16th Sept., 1 P.M.
Brishane, Sydney, Hobart, Launceston, New
Zealand, Melbourne, Adelaide and Perth—Per
Willahad, 19th Sept., 10 A.M.
Macao—Per Hungshan, 19th Sept., 1 P.M.
Moji, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, (B.C.)—Per Empress
of Japan, 20th Sept., 11 A.M.
Macao—Per Hungshan, 20th Sept., 1 P.M.
Macao—Per Hungshan, 21st Sept., 1 P.M.
Shanghai, Nagasaki, Kobe, Yokohama and
Seattle, Wash.—Per Minnesota, 22nd Sept.,
11 A.M.
Macao—Per Hungshan, 22nd Sept., 1 P.M.
Macao—Per Hungshan, 23rd Sept., 1 P.M.
Manila, Zamboanga, Port Darwin, Thursday
Island, Cooktown, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New Zealand,
Melbourne, Adelaide and Perth—Per Changsha,
23rd Sept., 3 P.M.

23rd Sept. Mails for Canton, Samboi, Wuchow
and Macao will be closed on week days at 7.30
every morning. On Sundays the mail for
Macao will be closed at 8 a.m., and that for
Canton at 9 a.m.

Mails for Namsao, Sanbus, Kongmoon,
Kumchuk, Samboi, Wuchow and Canton
evening at 8 p.m. On Sundays the mails
will be closed at 9 a.m.

No mail will be closed for Canton on Satur-
day evening.

On and after 15th July, 1905, the rate
of postage on letters from Hongkong and the
British Postal Agencies in China to Australia
will be at the rate for 4 cents for each half
ounce instead of 10 cents as at present.
The rate of postage on letters from Australia
to Hongkong and the British Postal Agencies
in China will be reduced from 2d. to 1d. for
each half ounce.

VISITORS AT THE HOTELS.

HONGKONG.

Battiscombe, H. G. Large, H. J. C.
Baxter, Mr. and Mrs. Lawless, Major
E. G. Lewis, A. R.
Bell, R.N., Lieut. H. F. Lewis, L. S.
Bingham, Mr. & Mrs. Lugebil, V.
J. E. and child Macdonald, D.
Birbeck, R. J. Macquie, Jr., G.
Bishop, L. C. Major, C. O.
Blaney, S. Marriott, Dr. O.
Bissell, W. S. McCauley, D.
Bless, C. L. McKay, T. D.
Bonner, E. A. Mena, M. A.
Brighton, F. G. Merless, Mrs.
Broughall, L. Miller, P. L.
Brunner, Mr. and Mrs. Miller, R. E.
W. C. Moon, Mr. & Mrs. E. M.
Carter, W. F. Moore, Dr. W. B. A.
Chalkley, H. F. Morrison, Mr. W. B.
Chandler, W. N. Morris, F. G.
Clark, H. Dr. Francis Newington, A. G.
Clark, M. O. O'Brien, Mr. and Mrs.
Clark, T. Oei, Miss G.
Clark, Mrs. T. W. Oei, Miss A.
Clegg, R.N., Eng. Lt. Oei Teong Ham, Mrs.
and Mrs. H. I. Oei Ting Ham, Major
and servant
Coulthart, J. Olliffe, O. C.
Crailsbach, F. A. Packer, B. L.
Cruickshank, A. Pollak, O.
Cunningham, G. Powell, W. A.
Davies, F. O. Pan, Mr. F. N. Le
Doolittle, F. H. Parfitt, W.
Douglas, Capt. & Mrs. Patey, Mrs. E. O.
Downing, Mr. T. C. Peake, W.
Farrow, Mr. and Mrs. Perkins, Mr. and Mrs.
C. J. T. L.
Farrow, Mrs. T. J. Preston, Dr. and Mrs.
Fletcher, H. and son
Freeman, J. G. Reel, Dr. L. R.
Gast, J. J. de Roach, Mrs. J. S. and
child
Glover, G. Sheel, J.
Grant, A. W. Shea, J. J.
Grone, Dr. F. G. Skinn, A. J.
Hall, Capt. T. Skott, C.
Holt, B. F. Skott, A. L. R.
Hurst, R.N., Engineer. Stitt, Dr. E. R.
Capt. Strong, Mrs. H. C.
Ibolen, Mr. & Mrs. L. Thompson, M. L.
3 children and maid
Innes, Capt. R. Thornborough, J.
Jones, Dr. & Mrs. Evan Vroeg, A. W.
Kerr, F. Watkins, Miss E.
Kobb, Miss C. Whitlow, A. W.
Laing, A. H. Wright, Mr. & Mrs. T.

Accott, E. F. Lay, Mrs.
Beattie, A. Louder, Mr.
Beattie, M. P. Macfarlane, Dr. and
Mrs.
Boggan, Mr. and Mrs. Machie, Mr. and Mrs.
Bourcheir, Mr. & Mrs. Maddaford, Mr.
Boyd, Capt. and Mrs. Martin, R.
Brown, D. E. Meier, Mr. and Mrs.
Chichester, Maj. A. A. Mitchell, R.
Clothier, A. N. Muellie, E.
Cocks, Mr. & Mrs. A. E. O'Neill, J. L. Hugh
Coring, Col. Parry, Major
Dixon, Mr. Peace, Mr.
Duncan, Mr. and Mrs. Phillips, Major
Dymack, Lieut. A. Philpot, Mr.
Edwards, Mr. and Mrs. Pollock, Mr.
Fuller, Mr. Sawyer, Capt. and Mrs.
Gales, Capt. Scrutton, Mr. T.
Gudell, Mr. and Mrs. Snelair, A.
Hallingworth, Mr. and Mrs. Stadt, Van de
Mr. Stokes, Mr.
Harker, B. Brotherton Thomas, Mr.
Haynes, Col. Uffel, W. von
Hendall, F. A. Vandin, Gordon
Holsaun, A. Vereker, Capt. and
Howard, W. H. Mrs.
Hudig, D. White, Dr. M. J.
Jeffries, H. U. Johnson, Rev. F. C.
Johnson, Rev. Willt, Major
Joseph, Mr. and Mrs. Witt, Major
Kelsall, Major & Mrs.

CRAIGIEBURN.

Adams, F. R. J. Nicholls, E. A.
Barnett, H. J. O. Smith, E. Grant
Brown, C. A. Smith, Mr. and Mrs.
Dann, G. H. Grant
Fairchild, H. J. Smith, Percy
Frost, B. J. Webb, Mr. and Mrs.
Gaskell, Mr. and Mrs. M. Montague
Jameson, P. S. Wilson, Dr. Newell
Marchant, Capt. and Young, J. Ashton
Mrs. and children

OCCIDENTAL.

Alben, B. E. Lowe, Miss Sisie
Bender, Herrin Mackel, Dr. Med
Chandler, Lieut. Army Theodor
Eduard "Dapt" Munro, Miss A.
Fischer, Ch. Ohme, A.
Frieder, Dr. Med Emu Owen, O. E.
Hales, G. L. Steckew, Herrn. E.
Hansen, Capt. W. Swaby, Mr. and Mrs.
Karberg, Herrn. T. T. C.
Key, Dr. H. Vojacek, R.
Kriell, G. Winn, W.
Lowe, Mr. and Mrs.

KOWLOON.

Bonafield, Miss Julia MacKinnon, Mr. and
Buller, Capt. Mrs.
Hall, J. S. McAab, W. S.
Sept. 7 at 10 a.m. Sept. 7 at 4 p.m.
Thermometer 29.88 29.79
Temperature 83 83
Humidity 79 79
Rainfall 0.07

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS.	GUNS	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Malley	Weihaiwei
Arun	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Weihaiwei
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain Lionel G. Tufnell	Weihaiwei
Bonaventure	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Torlesse	Shanghai
Cadmus	ship	1,070	6	1,400	Commander H. du C. Luard	Yangtze
Cherub	water tank and tug	300	—	300		Hongkong
Clio	cruiser	11,000	16	16,500	Commander H. D. Wilkin, D.S.O.	Yangtze
Diadem	torpedo boat destroyer	550	6	7,000	Captain H. W. Savory	Weihaiwei
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander H. E. Sullivan	Shanghai
Etrick	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Weihaiwei
Fame	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Lewin	Weihaiwei
Flora	cruiser, 2nd class	4,350	10	7,000	Commander A. F. Everett	Shanghai
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Stevenson	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Captain R. Grant-Dalton	on route from England
Hecla	special service torpedo-v.	6,400	—	2,400	Lieut.-Commander H. B. Cox	Weihaiwei
Hogue	cruiser, 1st class	12,000	14	21,000	Lieut.-Commander Richards	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain E. F. B. Charlton	Weihaiwei
Ichas	torpedo boat destroyer	550	6	7,000	Captain Shortland	Weihaiwei
Janus	torpedo boat destroyer	280	6	3,000	Captain William B. Fawcett	Amoy
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander C. Seymour	Weihaiwei
Moorehen	river gunboat	180	2	800	Lieut.-Commander W. H. Darwall	Hongkong
Otter	torpedo boat destroyer	110	6	6,300	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Rambler	surveying-vessel	835	6	650	Lieut.-Commander F. B. Noble	West River
Robin	river gunboat	85	2	240	Lieut.-Commander J. Kiddis	Weihaiwei
Sandpiper	river gunboat	85	2	240	Lieut.-Commander G. E. Monro	Surveying (Labuan)
Snake	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Taku	torpedo boat destroyer	250	6	6,500	Lieut.-Commander H. T. Atlay	Hongkong
Sutley	cruiser, 1st class	19,000	14	21,000	Lieut.-Commander Davidson	Yangtze
Tamar	receiving ship	4,500	6	—	In reserve	Hongkong
Teal	river gunboat	180	2	800	Captain W. L. Grant	Weihaiwei
Vingo	torpedo boat destroyer	325	6	6,300	Commodore Dicken	Hongkong
Waterwitch	surveying ship	650	4	450	Lieut.-Commander E. Secretan	Yangtze
Whiting	torpedo boat destroyer	350	6	5,900	Lieut.-Commander G. Gregory	Weihaiwei
Widgeon	river gunboat	195	2	800	Commander R. W. Glenz	Surveying (Swatow)
Woodcock	river gunboat	150	2	550	Lieut.-Commander C. E. L. Thomas	Weihaiwei
Woodlark	river gunboat	150	2	550	Lieut.-Commander G. B. Spicer-Simson	Yangtze
					Lieut.-Commander Hugh Somerville	Yangtze

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

"BENGAL"

Captain W. W. Cook, R.N.R., carrying His Majesty's Mails will be despatched from this for BOMBAY, TO-MORROW, the 9th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Victoria*, 6,322 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Malta*, due in London on the 22nd October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent.

Hongkong, 8th September, 1905.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, INDIA, ADEN,

EGYPT, MARSEILLES,

LONDON, HAVRE, BOR-

DEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST SIMONS."

Captain Aillard, will be despatched for MARSEILLES on TUESDAY, the 19th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. *Dunbar* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 3rd October.

S.S. *CALEDONIE* 17th October.

S.S. *OCEANIE* 31st October.

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th September, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Lyra 4,417 G. V. Williams At Sept. 17

Pleiades 3,753 F. G. Purinton " Oct. 7

Shamouti 9,606 E. V. Roberts " Oct. 14

Tremont 9,606 T. W. Garlick " Nov. 4

Hyades 3,753 Geo. Wright " "

† Cargo only.

Steamer marked (*) have no second-class

passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. *Shamouti* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

arrived in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 8th September, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

To Let.

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th September, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, RIFON TERRACE,
FLATS in MORETON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th August, 1905.

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th July, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to— H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with fine
bright and airy rooms. GAS and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to— H. RUTTONJEE,

No. 5, D'Aguiar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$750,000	\$1,702,728	\$1.15 @ exchange 1/10 = \$18.66.67 for first half-year 1905	5 %	\$885 buyers London 89 1/2
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1903	...	\$38 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	5 %	\$340 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$914,991 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 30.4.1904	5 1/2 %	18 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 6 1/2
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$372,749 \$803,110 \$846,771 \$750,000 \$5,000 \$5,800	\$2,078,997	\$35 for 1903	4 1/2 %	\$770
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$228,093 \$2,241	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,200,000 \$1,200,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$85 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,000	\$360,372	\$34 for 1903	10 1/2 %	\$335 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000	\$8,832	\$1 for 1904	5 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$85,419 \$150,000 \$600,000 \$145,376 \$170,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$241,150 \$1,199	\$18,064	\$1 for first half-year 1905	7 1/2 %	\$20 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$241,150 \$1,199	\$4,435	12 1/2 @ 1/10 = \$6.25 (for 1904)	6 1/2 %	\$94 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$4,000,000 \$4,116	Tls. 43,762	Interim of Tls. 2 for 1905	7 1/2 %	Tls. 58
Do. (Preference)	100,000	£1	£1	\$4,000,000 \$4,116	\$38,852	Interim of Tls. 1 1/2 for 1905	7 1/2 %	Tls. 48 1/2
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$60,000 \$24,217	\$929	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	\$33 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$21,075	\$21,231	\$1.80 for year ending 30.4.1905	5 1/2 %	\$25 sellers
Straits Steamship Company, Limited	5,000	100	\$100	\$130,153 Tls. 98,000	Tls. 4,333	\$10 for 1904	6 1/2 %	\$142 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 195,479 Tls. 28,000 Tls. 81,200	Nil.	Interim of Tls. 2 for 1905	13 1/2 %	Tls. 29
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$12,812	Interim of \$10 for 1905	10 1/2 %	\$235
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000 Tls. 100,000	\$85,987	\$3 for 1897	3 1/2 %	Tls. 68 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	...	...
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$40,000 \$12,289	\$7,820	Interim of 1/- (No. 4)	...	Tls. 7.80 buyers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	G. \$10 1/2
Paub-Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	\$8,745	No. 12 of 1/- = 48 cents	...	\$3 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	\$5,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 140 sales
Fenwick (Geo.) & Co., Limited	\$6,000	\$25	\$25	\$70,000	\$8,577	\$3.75 for 1904 on old capital	7 1/2 %	\$27 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$20,000 \$18,423 \$10,000 \$300,000	\$29,422	Interim of \$2 1/2 for 1905	5 %	\$99 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$41,500	\$501,332	\$6 for first half-year 1904	6 1/2 %	\$193 1/2 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$55,500	\$489	\$1 1/2 for 1903	7 %	\$17
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 59,880	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2 %	Tls. 185 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000 Tls. 17,500	\$206,645	\$20 for 2nd half year making \$36 for 1904	6 1/2 %	\$390 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	none	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 192 1/2 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$14,516 Tls. 34,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 1/2 %	\$26 1/2 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.T. \$50	T.T. \$50	Tls. 8,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales
Do. (Founders)	123	\$15	\$15	none	none	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	\$368,975 \$31,087	\$10,126	Preferential of 7 per cent for 1904	7 %	\$71
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$250,000 Tls. 20,986	\$37,875	\$5 for first half-year 1905	7 %	\$145 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,							